THE GARAGE AND MOTOR AGENT July 15, 1939

Turn Talk: MILITARY PROPAGANDA NEEDED

The Garage & Motor Agent

Vol. 73 (15)—No. 1913
REGISTERED AS A NEWSPAPER

WEEKLY: PRICE 1/3
ANNUAL SUBSCRIPTION, 30/-

One word—

UNION → MOTOR AGENT

but it makes all the difference!

The motor agent who is also a MOTOR UNION agent has the advantage of being able to arrange his customers' insurances to their complete satisfaction

MOTOR UNION

The only company which can issue the Special A.A. Members' Policy.

AGENCY APPLICATIONS INVITED

MOTOR UNION INSURANCE CO., LTD., 10, ST. JAMES'S ST., LONDON, S.W.1

FOR STAFF ..... Pass to ..... CIRCULATION ..... Passed ..... Passed .....

Here's the *Right* REPLACEMENT

Right for

QUALITY

LIMITS &

SERVICE

SKF

TAPER ROLLER BEARINGS

THE SKEFKO BALL BEARING CO., LTD., LUTON

ZENITH *in every instance is*
MILES AHEAD IN SERVICE

Today, when every drop of petrol counts, motorists are becoming more "carburetter conscious". They now realise that *efficient carburation* is the key to responsive road performance and maximum M.P.G. In consequence, the demand for new Zenith Service Units — now available through the Zenith Exchange Plan — continues to grow daily. Your local Zenith Service Station can, in most cases, supply these units from stock. Resolve *now* to secure *your* share of the profit and prestige that result from selling ZENITH — the carburetter that's miles ahead in design and economy.

★ SERVICE EXCHANGE PLAN

This provides for the immediate replacement of worn Zenith V type carburetters on AUSTIN, FORD, HUMBER, JOWETT, VAUXHALL *and other popular makes, with an entirely* NEW *Zenith. A generous cash allowance is made for the old unit.*

Other services by Zenith include:

NEW CONVERSION OUTFITS
PRIMARY REPAIR KITS
PETROL FILTERS
MASTER CARBURETTERS
TUNING AND OVERHAUL

ZENITH
CARBURETTERS

Service from 350 Zenith Carburetter Stations throughout the Country

ZENITH CARBURETTER CO. LTD., Dept. G.M., Honeypot Lane, Stanmore, Middx.

Blakes

Not everyone in our trade can have all the plant to do every job on any car of whatever sort; so there tends to be some specialisation here and there . . . Here at Blakes, we are particularly strong on body-work — anything from an awkward panel repair on a private car to the design and building of specialised bodies for commercial vehicles. If this kind of job comes your way, and it isn't your own particular "line", perhaps we could help you? Just ring up!

J. BLAKE & Co. Ltd. Motor Agents
110 BOLD STREET, LIVERPOOL, 1. Royal 6622

THE
LIVERPOOL
AND
LONDON
AND
GLOBE
INSURANCE COMPANY LTD
FOR
MOTOR
INSURANCE

Head Office: 1 Dale St., Liverpool, 2
London (Chief Office): 1 Cornhill, E.C.3

• HOLDTITE
INDUSTRIAL ADHESIVES

No Garage or Service Station should be without the following Holdtite Industrial Adhesives.

- **TITEBOND for bonding**
  Leather to Leather
  Glass to Fabric
  Polished Aluminium to Polished Aluminium.
- **G.P. CEMENT for bonding**
  Rubber to Metal, Wood, Fabric and Linoleum.
- **GLAZING COMPOUND No. 12**
  Resistance to vibration and anti-freeze.

Write for copy of our Industrial Adhesive Catalogue.

SURRIDGE'S PATENTS
LIMITED.
New Works, Croydon Road, Elmers End, Beckenham, Kent.
Telephone: Beckenham 0168.

SHRUNK-ON
BRITISH STEEL FLYWHEEL GEAR

The following are the numerical sizes scheduled for production. Delivery on many is possible from floating stock or within a reasonable time but on the less popular sizes delay is unavoidable. See Brochure.

E 79 R	B 94 R	D 108 R	A 122/10 F
A 80 R	D 94 R	E 110 FR	B 126/10 F
E 80 F	C 95 R	F 110 R	B 132/10 F
E 80 R	E 95 F	F 110 F	F 134 R
A 80 F	E 96 R	D 111 R	134 SOL
SG SOA	SB 96 R	A 112 R	S 134/10 R
F 81 R	E 96 R	B 112/10 F	G 136 FR
SD 81 R	F 97 F	SF 112 R	G 138 F
C 82 R	F 97 R	F 112 FR	B 139/10 F
AC 82 R	C 97 R	E 113 FR	D 142 R
S 84/24 F	A 97 F	E 115 F	A 144/12 R
B 86 R	AC 98 R	E 115 R	B 146/12 F
F 89 R	C 99 F	LE 115 F	146 SOL
B 89 R	AE 99 F	E 116 R	B 146/10 F
C 89 R	E 99 R	AE 116 R	S 146/10 R
AA 90 R	S 102 R	F 116 R	SC 146/10/12
C 90 R	F 102 R	G 116 R	E 148 FR
B 90 F	D 103 R		
B 91 R	B 104 FL	A 117/10F	F 150/10 F
C 92 R	E 104 FR	SB117 R	S 150 R
E 92 R	SB 104 R	E 118 FR	G 175
SE 92 RL	NW 104 R	E 119 R	G 184
SF 92 R	AE 104 R	A 120 F	G 79 R
SD 92 R	E 104 F	E 122 FR	G 80 R
A 92 R	D 104 R	G 122 R	S 111/14 F
S 92 R	E 106 FR	AC 122 R	B 117/12 F
D 117/10 R	106 SOH	A 122/10 R	D 150/10 F

FRANCIS B. WILLMOTT LTD.
formerly
G. H. RODWAY LTD., Cheapside, Birmingham, 12.

SAVE TIME & TEMPERS . . . *and simplify the job!*

THE K-L ADJUSTABLE GARAGE LAMP
Strongly wired and instantly adjustable. Stout vitreous enamelled reflector prevents glare yet concentrates light at any angle. Three smooth-running castors for easy movement. With 20 ft of tripleflex petrol-resisting cable. Can also be used as adjustable Bench Lamp.
TRADE PRICE: 40/-

THE K-L TOW-ROPE
Of the strongest, durable hemp with thimble loose ends. Diameter 1 in. Length 15 ft.
TRADE PRICE: 19/6d.

THE K-L "EASY SHIFT" TROLLEY
16" x 12" x 1"
Strongly built for easy movement of engines, drums, packing cases and other heavy items up to 3-4 cwt. Heavy gauge sheet steel, with four easy-running swivel castors.
TRADE PRICE: 20/-

THE K-L CAR-CREEPER *with Tooltray*
Essential to garage or repair shop. Heavy gauge steel, rexine head-rest and four ball-bearing swivel castors. Negotiates even the lowest-built chassis in comfort. 10" tool tray fits anywhere along either side. 42" x 15" x 11"
TRADE PRICE: 42/6d.

K-L CAR ACCESSORIES

ORDER FROM YOUR FACTOR or write to:
Key-Leather Co. Ltd., 188 Kings Cross Road, London, W.C.1. TERminus 8476

5OEL/4

INDUSTRIAL BUILDINGS
NEW or RE-CONDITIONED FOR ALL PURPOSES

WORKSHOPS
STORES
GARAGES FOR LORRIES

MOTOR VEHICLE REPAIR SHOPS
COACH STATIONS, Etc.

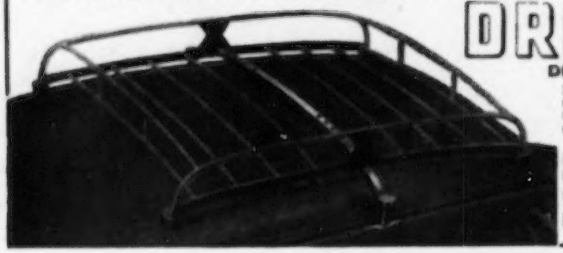
Curved and straight sided buildings, 16, 24, 30, 36, 40, 50, 60, 70, 90 ft. span. Available in any length.
These buildings can be supplied with Dormer and steel side windows, roof lights, double or sliding doors, etc., etc.
New steel frame buildings supplied complete with asbestos, steel or aluminium covering.
Quotations given delivered to site, F.O.B. or C.I.F.

RONALD LYON & CO., Chilton, Sudbury, Suffolk (Dept. K)
Building Manufacturers and Exporters.
Phone: Sudbury 2887 and 2946. Grams: Apee, Sudbury, Suffolk.

TRAVEL IN COMFORT! *Fit a "Watmac"*

DRAGOMAN

DETACHABLE ROOF RACK



Now reduced in price, the "Dragoman" roof rack fits all standard saloon cars. Sturdily built of welded steel tubing, and fitted in a few moments.

Please state Make, Year and H.P. of car

Prices :- 8 to 10 h.p. **6 Gns.** Large 10 h.p. or over **7 Gns.** Write for details to :-

WATNEY MOTOR ACCESSORIES Co. Ltd. BLABY, Near Leicester.

'Of interest to Factors and all Garages'

HNT EXHAUST PIPE CLIPS

In Sizes 1 ⅛ to 2 ¼

THOS. F. HUNT Ltd.
Fishergate, Nottingham

QUALITY AND SERVICE mark STANDARD "BETTER"

VALVES

for ALL ENGINES

Stocks Now Available

STANDARD VALVES Ltd. Northampton Phone 947-8

VACUUM TRICO OPERATED POST-HORNS

SINGLE, TWIN & 3-HORN SETS

loud, crisp and distinctive

TRICO-FOLBERTH LTD., GREAT WEST RD., BRENTFORD, MIDDX., ENGLAND

REPLACEMENT WINGS

FOR POPULAR CARS

AUSTIN FORD MORRIS STANDARD WOLSELEY VAUXHALL

OTHER MODELS MADE TO ORDER. Prompt Delivery

RAPID SERVICES LTD.
260, Gray's Inn Road, W.C.1. TERminus 4178/4

KEEP YOUR CUSTOMERS QUIET!

Our catalogue lists Silencer replacements for all popular makes and we can give very prompt deliveries. Ensure your customers' satisfaction by fitting a well constructed, efficient silencer.

CE-LAST

SILENCERS (BOLTON) LIMITED · WATERLOO STREET · BOLTON · LANCS

Telephone: Bolton 4268 (2 lines) Telegrams: "Gotze" Bolton

dmSR9

There's Money

(AND GOODWILL)

in common-sense care of Brakes

Many garages are increasing their earnings by regular attention to brake jobs—vital to customers' safety. Here's a two-point programme for profitable business:—

1 Test Brakes REGULARLY

Most drivers don't have their brakes checked often enough for safety in an emergency—simply because they don't think of them until braking is obviously poor.

They need *reminding*, systematically. Encourage members of your staff to suggest a regular check.

This often shows up the need for adjustment—generally a quick, simple job to handle. Customers are *always* pleased at the improvement in braking-power.

2 Reline IN GOOD TIME

Regular testing and adjustment are a sound way of building up business. They lead to more relining jobs, because you get the chance to warn customers *at the right time* when they need new linings.

Friends in the trade tell us that a high proportion of brakes are not relined soon enough for efficiency — the drums are already scored.

Customers see the point of saving expense and getting better braking *by relining in good time.*

EASY REMINDER—

It's good business to give this good advice:

"Test your brakes when you change your oil . . . every 2,000-3,000 miles"

FERODO Brake & Clutch Linings

FEROGRIP Fan Belts

How FERODO Linings help

Because they are standard equipment on most British cars, you can be *sure* Ferodo linings will give full satisfaction. They are stocked by all good Factors—you can always get the right size and grade.

Fitting is easy, thanks to accurate dimensions and drilling—and Ferodo-lined replacement shoes are available for Girling, Lockheed, and Bendix brakes. With these famous linings, you can count on doing a first-class job *as a profit.*

TWO FURTHER AIDS

The Ferodo Brake Meter *can help even the best mechanic, by giving a positive, accurate efficiency figure both before and after adjusting brakes. It shows a customer that something needs doing—then shows how well it was done.*

This Sign *brings business—indicates that you are experts on brakes. Write for details of the Ferodo Brake Testing Service, and the interesting braking charts, window-bills, and leaflets available.*

FERODO LIMITED, CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organization*

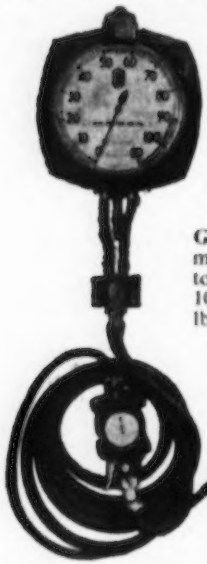
REG'D TRADE MARK FERODO

THE *New* P.C.L. AIR METER (MARK III A)

THIS NEW MODEL EMBODIES THE RECENTLY PATENTED COMPARATOR DEVICE AND SINGLE HOSE.

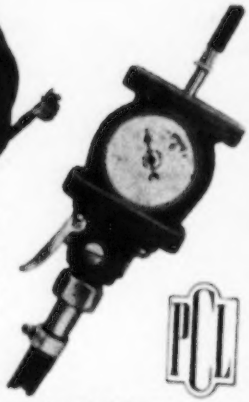
OPERATION is of remote control type—inflation or deflation controlled by a single-handed unit at the tyre end of air line. Patented Comparator Device enables operator to inflate any number of tyres after the first one to a predetermined pressure without reference to master gauge.

HOSE. 18 ft. "SINGLE" hose of best quality. It does not kink—or pick up dirt and grease—more easily coiled, more robust, enables speedier inflation. Hose assembly and control can be easily detached from the pedestal during the night, or when meter is not in service.



GAUGE. Sturdily built movement of best quality to Admiralty specification. 10" Dial, calibrated 0/110 lb. Illuminated at night.

CONVERSION SET
For users of P.C.L. Towers and Wall Gauges to bring present equipment up to date.



HAND CONTROL

PNEUMATIC COMPONENTS LTD
SHEFFIELD - ENGLAND

PC 7A

Print about Joints

'HALLITE'

Makes a perfect gas and airtight setting. Does not stick to flange plates. Sheets 96" x 48" and half sheets 48" x 48" in various thicknesses from 1/64" upwards.

MOTOR JOINTING

'PHIBEROID'

Specified and used by most motor and aircraft manufacturers. Very resilient, remaining soft and pliable for a very long time. In sheets 36" x 36". Thicknesses from ·006" upwards.

WATER, OIL & PETROL JOINTING

Obtainable from all principal Garages, Factors and Mill Furnishers.

HALL & HALL, LTD.
OLDFIELD WORKS,
HAMPTON, MIDDLESEX.
Telephone: Molesey 2180 (8 lines)
Telegrams: Hallite, Hampton, Middlesex.

portrait of one of the WORLD'S WORKERS

We wouldn't say that it's a particularly beautiful picture. Like many other contributors to the welfare of mankind this "F.A." Type Compressor by B.E.N. is no oil-painting. It's just a thoroughly sound and rugged piece of engineering. Ready to carry on its job unobtrusively and without complaint, day after day, giving an unfailing service for you to pass on to your customers.

B.E.N.

"F.A." TYPE AUTOMATIC SINGLE STAGE UNIT

COMPRESSOR

B.E.N. PATENTS LTD., HIGH WYCOMBE, BUCKS, ENGLAND.

Telephone: HIGH WYCOMBE 1630. Telegrams: TOOINWUN, HIGH WYCOMBE

K.L. UNI-TESTER

Specially designed for easy and quick detection and location of all faults in the electrical equipment, wiring and ignition systems of all types of motor vehicles.

Embodies the following features and accessories:

1. Operates from either 6v. or 12v. installation.
2. Self-contained interchangeable make and break unit.
3. Adjustable spark-gap for direct observation of spark efficiency, with scale.
4. Neon Lamp for quick checking of H.T. distribution.
5. Selector switch provides for making all tests without changing connection.
6. Series and parallel tests of electrical circuits are made by indicator lamp.
7. Will test A.C. or D.C. Domestic and and Factory Mains Supply with Neon Lamp.
8. Instrument in strong steel case, black crackle finish and fitted with rubber feet. Dimensions: 5½" long by 4½" wide by 2" deep.
9. Colour coded plug-in type, 6ft. moulded connecting lead with heavy grade battery and coil clips.
10. Moulded test leads with prod and crocodile clips.

A necessity for every modern garage

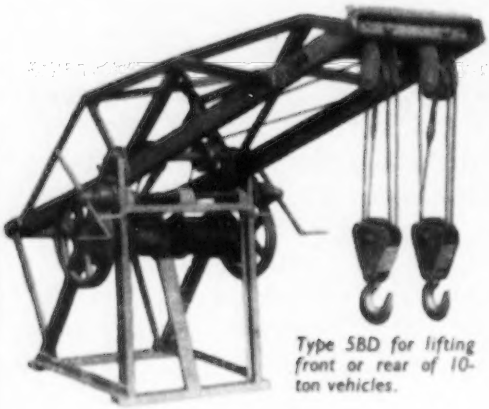
Price £7-19-6. DELIVERY EX STOCK.

Wholesale of Stevco Suppliers all

Garage Equipment

8-9 Rewley Rd., Oxford (3188)

14 Branches in Town and Country



Type 5BD for lifting front or rear of 10-ton vehicles.

Ideal for Breakdown Jobs

M.E. Breakdown Cranes, recently re-designed, are very strong, of all welded construction, and the material used conforms to the appropriate British Standards Specification.

Two types, of 3-ton and 5-ton capacity respectively, are available for early delivery; either model can be relied upon to do its job safely and effectively, physical strain being reduced to the minimum.

Write for catalogue which gives full details and also illustrates a range of modern Garage Equipment.

Modern Equipment by

MANN EGERTON & CO LTD.

NORWICH
Tel: 20291

You can always tell the craftsman by the tools he uses

Another Garrington "Flying Bird" series success—

THE "GREBE" ADJUSTABLE SPANNER

(Patent applied for)

- Single Handed Adjustment.
- Force is applied at the stronges point.
- Teeth are not in shear.
- All wear absorbed by the special cam snail.
- Quick action return.

Garrington HAND TOOLS

Write for Illustrated Leaflet.

MAIN DISTRIBUTORS FOR GREAT BRITAIN AND EIRE

Chas. Churchill & Co., Ltd., Coventry Road, Birmingham, 25. and Branches

L. J. Hydleman & Co., Ltd., 206-212, St. John Street. Clerkenwell, London, E.C.1.

J. Thomson MacLeod, Ltd., 88, Cadogan Street, Glasgow, C.2.

Messrs. Limited, 170, Borough High Street, London, S.E.1 and Branches.

Obtainable from all recognised Tool and Motor Accessory Stockists.

JOHN GARRINGTON & SONS LTD. ALBERT WORKS, DARLASTON, STAFFS. NEWTON WORKS, BROMSGROVE, WORCS.

Sizes for all popular makes of Cars and Commercial Vehicles available from stock.

★

Write for lists and full information.

BURGESS PRODUCTS CO., LTD. · SILENCER DIVISION · HINCKLEY · LEICESTERSHIRE

E-X-T-E-N-S-I-B-L-E

The introduction of Closely Coiled T.R.S. Flexible Cord marks an important development in cables for portable apparatus. Constructed in the form of a close helix, it may be extended until nearly straight; when released, it snaps back into a neat coil without mechanical aid.

NO TRAILING
NO KINKING

Now available for drills, soldering irons, hand lamps, portable apparatus, etc. Please ask for full particulars.

(Actual photograph)

ST. HELENS CABLE & RUBBER CO. LTD. SLOUGH

Telephone: SLOUGH 20333

ST HELENS

CLOSELY COILED

T.R.S. FLEXIBLE CORD

"ALDERMAN" aids for efficient servicing!

ALDERMAN AXLE STANDS

Sound all-steel welded construction, strong frame with heavy gauge centre tube — adequate height adjustment.

NET TRADE PRICES

Light Car	.. ..	41/6 pair
Small	.. .. ..	45/- ,,
Large	.. .. ..	58/6 ,,
Commercial	.. ..	80/- ,,
Heavy Commercial 8 tons	.. ..	160/- ,,

ALDERMAN Garage Creepers

All types fitted with padded head rest and ballbearing swivel Caster.

1. Slatted Wooden Model .. 34/6 each
2. Slatted Steel Model .. 37/6 ,,
3. Sheet Steel with Handle .. 37/6 ,,

Trade Price £2 each

Guiterman & Co. Ltd. 1846

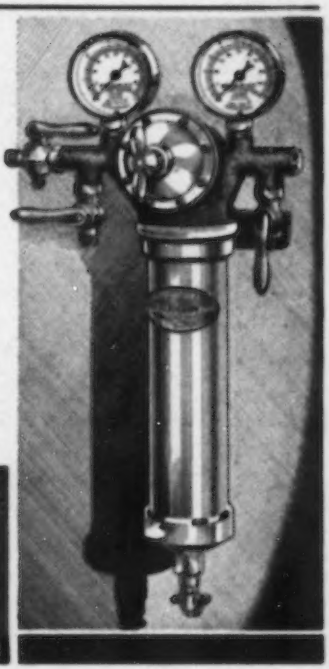
S. GUITERMAN & CO. LTD., 57 SOHO SQUARE, LONDON, W.1. *Telephone: GERrard 1171 (7 lines).*

When it's

AEROGRAPH · DEVILBISS

it's the Best in Air Transformers

Into every Aerograph · DeVilbiss Air Transformer goes all the engineering ability and manufacturing "know-how" accumulated through over 50 years of continuous spray experience. That is why Aerograph · DeVilbiss Transformers are preferred by product finishers everywhere to deliver clean, moisture-free air to the spray gun at properly regulated pressures. Consult AEROGRAPH · DEVILBISS for expert help with all your spray equipment needs. Remember, when you buy Aerograph · DeVilbiss you buy the *Best*.



THE AEROGRAPH CO. LTD · LOWER SYDENHAM, LONDON, S.E.26

Telephone: Sydenham 6060 (8 lines)

SPRAY EQUIPMENT · AIR COMPRESSORS · EXHAUST SYSTEMS

CV2-238

"This one's Made-to-Measure"

And what applies to "*this* one" applies to *every* Ford factory-reconditioned part. They are, indeed, made to measure, which means that you carry out a replacement with the maximum ease, and your customer gets the maximum satisfaction. Moreover, since the reconditioned parts are priced considerably lower than list price, he saves money — but not at your expense. You make a very worthwhile profit on every job.

IN MOTORING — *most for your money means* Ford

The Garage & Motor Agent

Vol. 73 (15)—No. 1913

July 15th, 1950

THE INDEPENDENT AND PRACTICAL TRADE PAPER

PUBLISHED SATURDAYS by post to Subscribers. *Established* 1913.

Proprietors: THE CABLE PRINTING AND PUBLISHING COMPANY, LTD.

Managing Director: Walter Boyle

Editor: John Queenborough

Advertisement Manager: Anthony Salmon

Editorial, Advertisement and Publishing Offices: 62, DOUGHTY ST., LONDON - W.C.1

Holborn 7771 (*Priv. Exch.*)

Telegrams: Arator, Holb., London.

Subscription Rates: Available only to executives and firms genuinely engaged in the Motor and Allied industries.

	s. d.
1 year ...	30/0
2 years ...	57/6
3 years ...	85/6

Postage included.

TERSE TALKS ON TRADE TOPICS: *1624th*

Militant Propaganda Needed

WHY are we repeatedly and heavily underlining motor transport's need for a publicity organisation to teach Great Britain and its legislators how to think sanely about the motor vehicle? Because we are convinced that the need is getting more urgent every day. And because it affects everyone who gets his livelihood from the motor vehicle; more, the prosperity of the nation itself.

Nowadays it is not simply a question of countering apathy or indifference. As we have repeatedly shown, our present Government have an active policy of discouraging motoring, except in so far as it helps (very materially) to fill the national purse. And other, more subtle, forces are at work.

Take, for instance, the British Transport Commission. That body, which has an excellent publicity department, is now showing in public a film illustrating the "evils" of free-enterprise competitive motor transport and the "benefits" of nationalisation. British Road Services are cashing in on this by extensively advertising their haulage, hire, delivery and furniture removal facilities. These campaigns are not opposing road transport, but they are paving the way for "road travel by gracious permission of the State."

As for propaganda with a definite anti-motoring bias, read the road safety campaign literature, and note the publicity that it gets in the daily Press.

So, as well as purely educative propaganda, it is clear that some good, hard-hitting militant stuff is needed. We are no longer alone among journals in that view. A recent issue of our contemporary "World's Carriers" calls for a publicity campaign to show that "private enterprise transport has been on the map for a very long time, and intends to stay there."

Sooner or later there will have to be a central publicity organisation to speak for every association of manufacturers, servicers and users of motor transport. But delay may occur through everyone leaving it to the other fellow. We therefore appeal to the motor industry to have the distinction of being the prime mover in this vital enterprise.

Editor

WHAT DO *YOU* THINK ABOUT IT?

TECHNICAL SALES PROMOTION—2

Quality-Checking Work

Serious consequences

ANY motor vehicle servicing establishment in which a reputation for high-quality workmanship has been acquired, must wage a continual battle against the temptation to skip details in the interest of speedy completion of the work. Lack of observation or over-hastiness may lead to some important point being omitted, which cannot be checked when the job is assembled. The result may well be early breakdown and costly f.o.c. rectification, with its consequent serious loss of prestige, in addition to the monetary loss involved.

The only remedy for this state of affairs is the exercise of a system of checking and inspection, in which two factors must be included. The first is the use of a routine procedure in handling standard jobs which every member of the workshop staff must be trained to follow. And the second is the investing of responsibility for work and inspection in carefully-selected senior employees, who will make it their business to ensure that the grade of work is maintained at a high level.

Even with a system of this kind, it is not always possible to forestall every source of trouble, but the way in which the situation is then handled is of great importance. Peremptory "sacking" of the people concerned will only create a hostile attitude amongst the other men—particularly when there are extenuating circumstances. Much more will be gained by holding a conference over the job to find out exactly what went wrong, and to invite suggestions for preventing a recurrence.

Once the team spirit is achieved, everyone will strive to uphold the collective name of the firm for sound workmanship, and that is something well worth an effort to attain.

Intelligent study of what might appear to be trivial details will not only improve the quality of work, but will result in a considerable saving of time and effort otherwise wasted through lack of a planned procedure.

Planned procedure is essential for improving quality and saving time and effort

Four stages

One way in which this study of details can improve the efficiency of handling work is in making preparations in advance as far as possible. Every job should be divided into four stages: (1) Dismantling; (2) Repair Operations; (3) Assembling; and (4) Testing. Inspection should be a continuous function, as I have previously mentioned.

To take the example of a carbon removal and valve reconditioning job on any popular small car, the first stage is to check the anti-freeze content and find out if the owner will require a fresh fill up. If this has been done recently, then the radiator water must be drained into a suitable container. Drain the system preferably outside while a suitable position for working in the shop is found, where the car will not have to be pushed about to allow other vehicles to be moved.

By E. T. LAWSON HELME, A.M.A.E.T., A.M.I.M.I.

in Progress

Collect all the tools necessary, wing cover sheets, use a portable stand with trays, and ensure a good light over the engine, before starting to work.

In addition to the job card for the work, the service sheet relating to the vehicle should be obtained, so that such information as valve data, cylinder head diagram, timing of O.H. camshaft, details of special tools required, etc., is to hand.

Taking notes

It is also good practice to use a plain note sheet with gummed corners which can be stuck on to the windscreen. On this the mechanic can jot down any detail he observes in the course of dismantling. Unless a note is made at the time, it is very easy to forget these details, especially as they frequently become visible only during stripping down.

All parts removed should be placed in the trays and not in or on the car, so that everything can be thoroughly cleaned and inspected before reassembly. Valve cups, cotters, and springs should be washed as well as valves, so that they can be checked and inspected. Waterways in the block and head, all valve and manifold ports, and all valve guides need to be properly cleaned, and, of course, care must be taken to see that carbon particles do not get where they should not be.

Valve stems should be tested for fit in the guides, and the cotter grooves inspected before the valves are refaced. It is not wise to interchange valves, even when they are the same size, and a simple rack can be used to hold them in relative positions for refitting in the same ports.

Proper inspection can be carried out with facility if a routine "drill" is evolved and followed in every case. The procedure may vary with different cars, but the example set out in the accompanying panel will show how the points should be covered by ticking off each one as completed.

In the course of assembly, new gaskets should always be used, and care taken to pull the head down evenly, after the engine has been run and warmed up. Subsidiary jobs, such as cleaning and setting of plug gaps, checking and adjusting the distributor points, and adjusting the carburetter, should be regarded as part of the

INSPECTION CHART

CYLINDER HEAD

1. Condition of face.
2. Plug holes. Screw threads.
3. Water ports. Bolt holes.
4. Distortion, cracks, or poor welds.

CYLINDER BLOCK

1. Condition of face.
2. Studs. Screw threads. H.D. nuts and washers.
3. Water ports.
4. Cylinder bores. Top ridging. Scoring.
5. Piston crowns. Side wear or rock.
6. Valve seats. Cracks or deep burns.
7. Valve and manifold ports.
8. Valve guides. Wear, burning, or looseness.

VALVES

1. Condition of faces. Cracks or deep burns.
2. Stems. Ridging or wear.
3. Cotter grooves. Wear or distortion.
4. Springs. Check for strength.
5. Cotters and cups. Wear or damage.

VALVE GEAR

1. Tappets or push rods. Wear or damage.
2. Rockers. Wear. Fit on shaft. Oil ways.

Routine drill for inspection of engine with head and valves removed.

operation. Make a habit of checking every nut or bolt which has been disturbed in doing the job.

Special attention is needed to see that wiring, pipe lines, controls, etc., are correctly refitted. Reversed dynamo D. and F. cables will cause the regulator to weld up and a high charging rate will result. See that they are right before starting.

The car should be given a short road test, and any other service obviously needed should be brought to the attention of the owner. Handled in this way, the job cannot fail to be technically right.

Seeking Trade Harmony

N.E.A.V.B. President's Appeal

At Scarborough conference

AN appeal to all members of the motor trade for closer co-operation in the industry was made by **Fred Siddall**, of Manchester, in his Presidential address at the recent annual conference of the National Employers' Association of Vehicle Builders at Scarborough.

"We as an Association have tried from all possible angles to achieve this, but somehow we do not seem to have reached the goal," said Mr. Siddall. "During the last three months, however, there has appeared on the horizon a little more blue in the sky, **and we hope our friends will try and avail themselves of the opportunity to work in closer harmony.**"

Mentioning that the North-Western and North-Eastern areas of the Association had had consultations with British Road Services concerning bodywork jobs for nationalised road haulage undertakings, the President stated: "We have been very well received in both instances and I would urge other areas to make a similar approach."

The most serious of the problems during his past year's term of office, remarked Mr. Siddall, were those raised by the imposition of purchase tax on commercial motor vehicles, and the 9d. increase in the price of motor fuel—**steps which had a grave effect on the vehicle-building industry.**

After alluding to the Association's strong representations to the Government against these imposts, and particularly mentioning the London branch's part in bringing pressure to bear in Government quarters, the President said **it was a great pity that the purchase tax on commercial vehicles had been withdrawn only from vehicle bodies, and that there had not also been some concession on the motor fuel tax.**

The impression he gained in his own area was that the high price of petrol was having a similar effect to rationing. The heavy burden placed upon industry was bound to have repercussions in the home market.

"We were told when the purchase tax was put on commercial vehicles its object was to restrict buying for the home market," added Mr. Siddall, "but this cannot be true as the quota system is sufficient restriction.

"On the other hand, if we are expected to increase exports, then more transport is needed, not less. **Transport is the backbone of the country, and it should be treated as such if we are to get our country back on the pedestal where it was.**

"We have been told, and rightly so, that our country must maintain a substantial export trade to keep our national finances in a healthy state; but this export trade is being done at the expense of the home market, and in particular at the expense of our own vehicle-building industry."

Political intrusion

Remarking that "politics intrude into all spheres of our lives these days, and to an extent which we think is unnatural and unnecessary," the President commented: "Industry and trade should rid themselves of political considerations that are derived from narrow party conceptions.

"I feel, however, that salvation from our bonds in this direction **is not so much in public speeches and declarations of faith but in positive individual and collective action.**"

Mr. Siddall added that he did not advocate complete abolition of controls while necessities of life were in short supply, but he suggested that the planned economy of this country to-day, and the development of the Welfare State, was doing grievous harm to initiative and the independent spirit of the British people as a whole.

Sell
DUNLOP
'FORT'
PROFIT from
Dunlop extra
EXPERIENCE
IN A CLASS
BY ITSELF
SOH/549

The Workshop Goes Too ...

Fully-equipped mobile unit for scattered areas of Southern Rhodesia

A view inside the mobile workshop, looking forward from the rear.

Thornycroft chassis

A NEW high standard in mobile workshops was introduced recently in two outfits that were supplied to Southern Rhodesian Railways for maintaining their fleet of road vehicles scattered in areas away from the principal bases.

Basis of the vehicles are Thornycroft Trusty RF/NR6/MV three-axle chassis, on which are bodies 23 ft. 10 ins. long, 7 ft. 2 ins. wide and 6 ft. 6 ins. high. These bodies were built and equipped by Normand, Ltd., Cumberland Avenue, Park Royal, London, N.W.10, and have four hinged sections, two of which can be raised as canopies and two lowered as platforms.

Among the equipment is the power unit—a 15 Kva generator driven by a Lister oil engine. Mounted on the same bedplate and coupled direct is an alternator, next to which is the control board. Battery servicing equipment includes a charger with a capacity for charging twelve 6-volt batteries at 6 amps., or six 6-volt batteries at 12 amps. Distilled water is provided by a Manesty electric water still which has an output of 7-8 pints an hour.

There is a battery tester with a range of 0-2.5 volts, and 100-300 amps. An all-purpose test set by Everett Edgecumbe has a range of 5-1,000 volts AC/DC, and 1 m/amp.-50 amps.

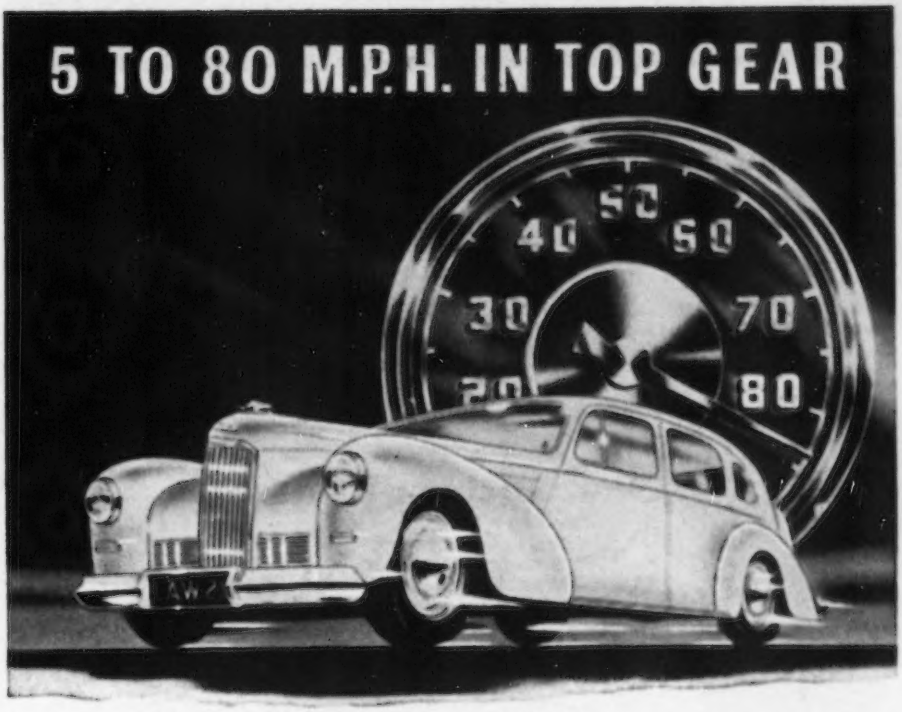
At the forward end of the mobile workshop is a Colchester 8½-in. centre lathe with geared headstock and a built-in 3 h.p. motor. Also, there is a 100-ton hydraulic press, a Bristol single-cylinder air-compressor unit (capacity of 9 cu. ft. per minute at 100 lbs. per sq. in.), and two Black and Decker bench grinders.

Black and Decker valve-seat and refacing machines and portable drills are among the other equipment; also a Progress pillar drill, with built-in motor. The unit is well provided with benches, vices, and so on.

For welding and cutting there is a B.O.C. plant. Then there is a C.A.V. nozzle-testing outfit, and a full range of small tools and instruments, also—in contrasting scale—two Yale and Towne spur-geared chain-block sets with a maximum lift of 10 ft. for loads up to 5 cwt. and 30 cwt. respectively.

This picture of the vehicle shows how the side pieces can be raised and lowered to form canopies and platforms.

5 TO 80 M.P.H. IN TOP GEAR



Miles ahead in

PERFORMANCE, COMFORT & SAFETY

HUMBER SUPER SNIPE

BEST PERFORMANCE
BRITISH CARS—MONTE CARLO RALLY 1950

BY APPOINTMENT TO H.M. THE KING MOTOR CAR MANUFACTURERS HUMBER LIMITED

An outstanding model of a famous British marque, the new Humber Super Snipe combines vivid acceleration and brilliant top gear performance with superb road holding. A car in which high average speeds can be maintained with effortless comfort. A TOURING LIMOUSINE is now also available with power-operated division.

PRODUCTS OF THE ROOTES GROUP

Humber Ltd. Coventry. London Showrooms & Export Division: Rootes Ltd. Devonshire House Piccadilly W.1

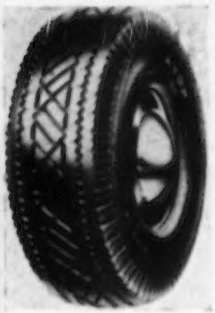
FOR THE GARAGE SHOWCASE

Detachable Luggage Rack

THIS detachable roof rack is sturdily built of welded steel tubing and is fitted with rubber feet to prevent damage to the finish of any car to which it is attached. Known as the Watmac Dragoman, its patented fixing gear is claimed to make mounting and dismounting the rack a matter of moments, while once in position it is rigidly fixed to the car.

Made by Watney Motor Accessories Co., Ltd., Blaby, near Leicester, the Dragoman will carry a cabin trunk and two large suit cases. Models to fit the average 8 to 10 h.p. car retail at 6 guineas; racks for cars over 10 h.p. retail at 7 guineas, as does the special Standard Vanguard rack.

The rack is secured to the car by two clamps, one at each end of the attachment arm, which fit under the roof in the door openings.



New Higher Mileage Car Tyre

NEW Avon H.M. (Higher Mileage) car tyre has been designed to stand up to the increased stresses imposed on tyres by modern cars with their high performance and independent front wheel suspension systems.

As a result of three years' development work, it is claimed by the makers, the Avon India Rubber Co., Ltd., Melksham, Wilts, that the new tyre gives increased mileage, extra safety and improved road holding.

A new tread compound has been developed with greater resistance to abrasion, while the tread pattern is of increased depth. The H.M. tread contour has been designed so that a greater area of tread is in contact with the road, while the anti-skid properties of the tyre have been improved by incorporating slots in the tread.

Seat Covers

OUTSTANDING feature of the new loose seat covers now available for Ford Prefect and Anglia cars is the processed cellulosed weave of which they are made. This new material has been awarded the Gold Seal of the Royal Institute of Public Health and Hygiene, and is immune to burns.

The covers, which are a Ford accessory designed and manufactured for the Ford Motor Co., Ltd., Dagenham, Essex, can be washed down with a sponge or leather and are stated to be warm in winter and cool in summer.

They have been tailored to fit the seats like a glove, thus preventing the material from slipping or rucking up when the driver turns round in his seat.

Overcheck design of the covers is in colours that blend with the upholstery. The covers for both the Prefect and the Anglia retail at £8 10s. a set.

GARAGE SERVICE EQUIPMENT

Pin Chuck for Small Drills

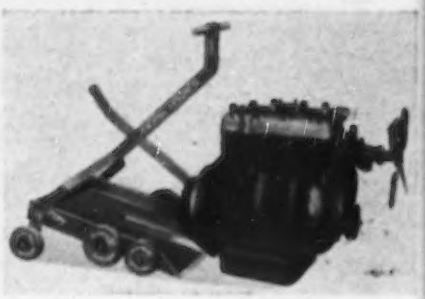
THE Eclipse pin chuck No. 160 is designed for holding firmly small drills with shanks of up to 3-32 in. diameter. Three interchangeable collets are provided and cover the range from 0 in. to 3-32 in., the capacity through which each collet is required to operate being restricted to 1-32 in.

The chuck, which is made by James Neill and Co. (Sheffield), Ltd., Napier Street, Sheffield, 11, has a double-acting movement, by which internal taper surfaces on both the nose and the body work against surfaces at both ends of the collet.

Engine Trucks

THESE engine transporting trucks have been designed to eliminate any lifting of heavy engines by hand. Made by H. C. Slingsby, Ltd., 89, 95 and 97, Kingsway, London, W.C.2, they embody the well-known Slingsby balanced six-wheel system with the centre wheels fitted with ball bearings.

Four different models are available; the 539RH weighs 107 lbs. and has a capacity of 350 lbs., the 539RJ weighs 103 lbs. and has a capacity of 350 lbs., the 539RN weighs 137 lbs. and has a capacity of 400 lbs., and the 539RS weighs 178 lbs. and has a capacity of 500 lbs.



Loading is accomplished by pushing the handle back so that it inclines the truck platform by moving forward the pair of wheels attached to the bottom of the handle. The hook or chain connected to the handle is then engaged with the engine to be transported and the handle pulled forward, thus drawing the engine on to the truck platform.

With big engines, several pulls on the handle may be required, the chain being adjusted a few links at a time after each stroke, and the handle pulled fully over at the end of the final stroke ready for hauling the truck.

To unload the truck, the handle is pushed back as far as it will go, thus inclining the platform of the truck, which is helped to roll from underneath its load by pressure on the T handle and by pulling at the same time on the lower part of the handle column.

In order to suit the varying positions of sump draining plugs and other projections, the two centre runners are quickly detachable and can be adjusted laterally.

Auto-Repeat Grease Gun

KNOWN as the Typhoon, this air-operated grease gun has a die-cast aluminium body finished in black crackle stove enamel and cadmium plate.

Made by Uni-gun Lubricating Equipment, Ltd., Coombe Bridge Works, Beverley Way, Kingston By-pass, Surrey, the Typhoon discharges approximately 1.75 ozs. per minute of light grease or gear oil at an air-operating pressure of 60 lbs. per sq. in., and 7.5 c.c. per minute of heavy and fibrous greases at an air-operating pressure of 100 lbs. per sq. in.

The Typhoon gives continuous auto repeater greasing as long as the trigger is depressed.

End of a 2½-Year Battle

E. London firm win licence fight to rebuild showrooms

These pictures, taken inside and outside of Ray Powell's new showrooms, show how attractive they are.

Blitzed six times

A DISPLAY of Rootes' Group cars was staged recently by Ray Powell, Ltd., Fairlop Road, Leytonstone, E.11, to mark the restoration of their showrooms after being badly damaged during the war. It marked also the triumphant end of a 2½-year battle for licences and permission to get the work done.

During the air attack on London, the premises had windows blown out and roofs damaged on no fewer than six occasions.

The firm first applied for the necessary licence for repairs by an application to the local council in November, 1947, and were subsequently referred to the Ministry of Works, to whom they applied early in 1948.

They met with the usual rebuffs, but by perseverence and appeals to the Ministry of Transport, the licence was eventually granted towards the end of that year.

Ray Powell found then that they were in difficulties with the local council, who claimed that the work came within the scope of the Town and Country Planning Act, being in excess of £100, and a further application had to be made for a permit to use the licence!

This necessitated preparing copies of schedules and site plans in quadruplicate, and having to go before various committees. The final O.K. to start work was not given until the end of April, 1949.

It was found then that the builder who had quoted for the work originally had discontinued his shopfitting department, and a start had to be made all over again.

Eventually, they settled on a scheme by a firm of shopfitters and decided on a much more elaborate job than originally envisaged.

A completely new front was put in with black marmorite stall-risers and black opal glass facia, with bronze metal, cream enamel-filled letters. The entrance was rebuilt with new and wider doors. New sill boards and

WHO?

WHO played the leading part in ending the rationing of petrol?

Esso

WHO is building the largest oil refinery in Europe?

Esso

WHO will give you the finest petrol when brands return?

Esso

It pays to say

ANGLO-AMERICAN OIL COMPANY LIMITED *36 Queen Anne's Gate, London, S.W.1*

linings were fitted round the windows inside in mahogany.

The internal columns for the showrooms were also cased in with mahogany ply panels, and the whole of the interior woodwork repolished.

A completely new lantern light was built, and the well-hole lined in hard board decorated to match the colour scheme of the ceiling and walls, which is pale cream. The interior colour scheme actually is mahogany woodwork and cream ceilings and walls.

A completely new fluorescent lighting scheme was installed with the latest type fittings, as shown in the photographs, supplied by G.E.C.

Finally, the floor was re-covered in heavy inlaid linoleum with a specially-designed scheme to suit the premises.

RECENT AUCTION RESULTS

Selection of vehicles sold at the July 4th Measham sales

ALLARD	
30 d/h coupe, 1949	£650
ALVIS	
25 saloon, 1936	£305
AUSTIN	
7 saloon, 1937	£162½
7 saloon, 1937	£167½
7 saloon, 1933	£154
8 saloon, 1947	£485
8 saloon, 1946	£537½
8 saloon, 1946	£517½
8 saloon, 1942	£287½
8 saloon, 1934	£70
8 saloon, 1933	£84
10 saloon, 1946	£617½
10 saloon, 1939	£305
10 saloon, 1937	£335
11 Devon, 1949	£765
11 Devon, 1949	£820
12 saloon, 1948	£700
12 saloon, 1938	£202½
12 saloon, 1935	£82
15.9 saloon, 1935	£120
16 saloon, 1937	£136
16 saloon, 1936	£202½
16 saloon, 1935	£175
A.70 saloon, 1949	£1,045
18 saloon, 1938	£650
— Princess, 1949	£1,485
DAIMLER	
15 saloon, 1934	£150
26.9 saloon, 1948	£2,210
FORD	
8 saloon, 1939	£290
8 saloon, 1937	£252½
8 saloon, 1936	£210
8 saloon, 1936	£175
10 saloon, 1949	£665
10 saloon, 1946	£482½
10 tourer, 1936	£110
22 saloon, 1939	£192½
22 saloon, 1937	£302
22 saloon, 1936	£122½
30 saloon, 1948	£675
30 saloon, 1948	£925
HILLMAN	
10 saloon, 1949	£810
10 saloon, 1948	£650
10 saloon, 1947	£675
10 d/h coupe, 1947	£550
10 saloon, 1947	£555
10 saloon, 1941	£272½
10 saloon, 1939	£372½
10 saloon, 1938	£297½
10 saloon, 1936	£225
10 saloon, 1933	£65
10 saloon, 1933	£118½
10 saloon, 1949	£822½
HUDSON	
16.9 saloon, 1937	£242½
28.8 tourer, 1935	£75
HUMBER	
14 saloon, 1948	£882½
16.9 saloon, 1939	£490
20.9 spts saloon, 1939	£375
26.9 saloon, 1940	£345
JAGUAR	
1½-litre saloon, 1946	£795
2½-litre saloon, 1946	£707½
2½-litre saloon, 1937	£205
2½-litre saloon, 1936	£245
3½-litre saloon, 1947	£900
3½-litre saloon, 1940	£467½
3½-litre saloon, 1939	£362½
LAGONDA	
23.4 tourer, 1936	£340
LEA FRANCIS	
14 saloon, 1947	£730
16 coupe, 1935	£102½
M.G.	
10.9 spts rdstr, 1947	£500
17.7 saloon, 1937	£432½
20 saloon, 1939	£422½
MORRIS	
8 saloon, 1944	£312½
8 saloon, 1940	£337½
8 saloon, 1939	£337½
8 saloon, 1938	£190
8 saloon, 1938	£280
8 saloon, 1937	£190
8 saloon, 1937	£141
8 saloon, 1937	£207½
8 saloon, 1933	£115
10 saloon, 1947	£615
10 saloon, 1939	£297½
10 saloon, 1936	£337½
— Oxford saloon, 1949	£885
— Oxford saloon, 1949	£917½
16 saloon, 1936	£175
RENAULT	
12 saloon, 1939	£190
ROVER	
10 saloon, 1935	£135
10 saloon, 1938	£312½
12 saloon, 1938	£360
14 saloon, 1937	£260
'75' spts saloon, 1948	£1,300
'75' saloon, 1948	£1,275
SINGER	
10 saloon, 1948	£565
10.5 saloon, 1934	£97
12 saloon, 1948	£720
STANDARD	
8 saloon, 1946	£350
8 saloon, 1939	£300
8 saloon, 1939	£247½
8 saloon, 1938	£150
9 saloon, 1940	£282½
10 saloon, 1937	£152
10 saloon, 1936	£235
12 saloon, 1946	£595
12 saloon, 1946	£555
12 saloon, 1937	£257½
14 saloon, 1948	£715
14 saloon, 1946	£715
STUDEBAKER	
30 saloon, 1935	£210
SUNBEAM TALBOT	
10 spts saloon, 1947	£685
10 spts saloon, 1940	£492½
TRIUMPH	
1½-litre spts saloon, 1937	£365
VAUXHALL	
— Wyvern saloon, 1949	£775
12 saloon, 1939	£245
14 saloon, 1935	£255
— Velox saloon, 1949	£837½
20 saloon, 1936	£100
25 saloon, 1937	£255
WOLSELEY	
8 saloon, 1947	£620
12 saloon, 1939	£302½
12 saloon, 1935	£171
14 saloon, 1946	£640
14 saloon, 1938	£430
18 saloon, 1939	£482½
18 saloon, 1938	£145
— Six-eighty sal, 1949	£1,090

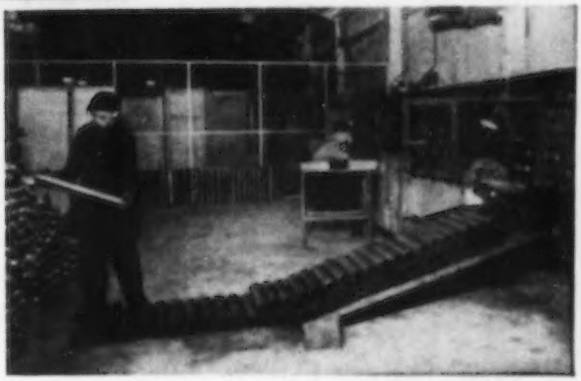
COMMERCIAL VEHICLES

AUSTIN	
7 goods truck, 1938	£80
8 5cwt van, 1936	£60
10 utility, ex-WD	£215
A.40 van, 1949	£460
A.40 van, 1949	£442½
12 shooting brk, 1939	£300
25 Luton van, 1947	£250
BEDFORD	
— van, 1939	£242½
27 Luton van, 1939	£100
DODGE	
25 van, ex-WD	£32½
— Carrimore, ex-WD	£60
— 2-t truck, 1938	£60
FORDSON	
8 5cwt van, 1948	£227½
8 utility, 1937	£90
10 utility, 1944	£250
34 4-cyl truck, 1939	£80
30 5-t swb truck, 1947	£300
30 tipper, 1944	£185
— 25cwt van, 1942	£135
JOWETT	
8 truck, 1939	£125
MORRIS	
10 van, 1949	£360
10 van, 1947	£290
12 van, 1947	£360

NUFFIELD NEWS TOPICS

ONE FROM THE STOLP EVERY 6 SECONDS

The new "Stolp" silencer-body forming machine at Nuffield's Llanelly works is the first of its kind in production, another example of Nuffield leadership in car-engineering. It delivers a stream of complete silencer-bodies in 18 gauge steel up to 4′ 6″ long at the rate of one every 6 seconds. Whatever may hold up cars for the home market, it won't be silencers!



A general view of the apparatus showing the stream of bodies being inspected and piled ready for fitting.

THE NUFFIELD ORGANIZATION

MORRIS · WOLSELEY · RILEY · M.G. · MORRIS-COMMERCIAL

NUFFIELD PRODUCTS

Bait for Better Business

Eastbourne garage makes most of local material for an effective display

Low cost factor

MAKING the most of local material and ingenuity to create an effective display at a strikingly low cost is the story told in the picture reproduced here of the showroom window of Eastbourne Motors, Ltd., 47, Seaside Road, Eastbourne, Ford main dealers.

Centre-piece of the display was a 5cwt. Fordson fish delivery van—painted light green and dark blue. The firm borrowed lobster pots and fishing gear from local fishermen, and sand for the beach effect was lent by a local builder—removal of sand from the seashore being prohibited.

Seaweed and small shells were gathered from Eastbourne beach, however, larger scallop shells and fish boxes being provided by the customer who owned the van. Starfish were made from cardboard.

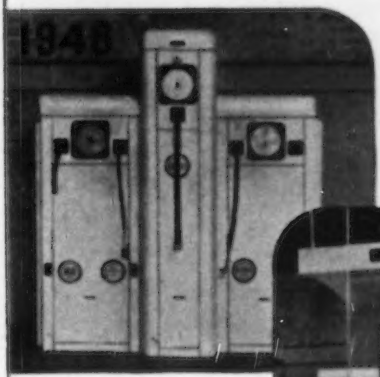
The wave effect is a length of van head-lining material, purchased from a coach-trimmer at a cost of £2. This was painted blue, with white wavy lines to match up with the sea effect of the lower part of the van. White crepe paper streamers were used to run from the door of the van to a "Fordson Vans" display sign.

Tractor publicity

Also, as the picture shows, a Fordson tractor display was fixed up at the same time, with straw, bales of hay, a shepherd's crook and a milking machine being borrowed from a farmer. Logs were also borrowed. This time, dark blue crepe paper was used for the streamers to the ceiling sign. The tractor "smoke" puff is of painted plywood.

A close look at the picture will show the figure of a driver seated on the

"Look what has happened at HENSMANS!"

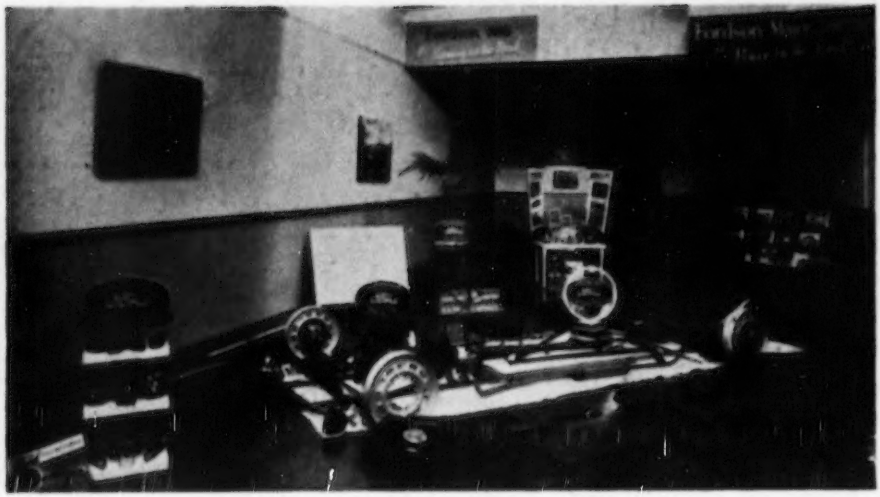


Profit by Hensmans' experience. Step up your greasing business by installing Wakefield Lubrequipment. Ask your local Castrol representative for details.

In 1946, Hensmans Ltd. of Brentwood installed a Wakefield Vice-Consul lubrication battery. The increase in business was so great that, in three years, they had to instal a Captain battery to double the capacity of their service bay. Thanks to the unit construction principle upon which Wakefield Lubrequipment is based, most of the original plant could be used in assembling the new battery thus greatly reducing the cost.

WAKEFIELD
LUBREQUIPMENT
REGD

C. C. WAKEFIELD & CO. LTD • GROSVENOR STREET, LONDON, W.1



tractor. He was made by stuffing a pair of overalls with straw, with the arms and back stiffened by steel wires. A mask was fitted for a face and the dummy was dressed in a sports coat, muffler, and hat. Hands were made by stuffing a pair of leather gauntlets and tying them to the steering wheel and gear lever. There was also a crate of beer for the "driver's" refreshment!

It is reckoned that the total cost for these combined displays did not exceed £8, of which £5 was for the ceiling boards—which can always be used. The idea was entirely Eastbourne Motors' own, and, with the exception of the sign writing, no professional assistance was given.

The second picture which we reproduce shows an effective Ford replacement parts display staged by them.

Receiving Unordered Goods

Pre-war try-on revived

CERTAIN supply firms in various branches of trade are reviving the bad old pre-war trick of dispatching to distributors goods that have never been ordered.

At a judged time after delivery by post or carrier, a letter arrives "warning" the recipient that as he has had the articles for such-and-such a period they must be paid for.

Any firm which works along such lines must be very hard put to it to obtain orders.

It goes without saying that all parcels should be examined and checked immediately they arrive.

If a dealer is satisfied that neither he nor any of his staff has given an order for the articles, he should notify the senders, in writing, that the goods (a) have reached him; (b) were not ordered; (c) will not be paid for, and (d) are being held at the consignors' risk until they send to collect.

There is no other obligation, beyond the ordinary "gratuitous bailee" obligation to take reasonable care of anything belonging to another person which may happen to be in one's possession. Not only so, but if the owners of the goods fail to collect within a reasonable time, the consignee might have a storage claim.—H.

★ YOUR CUSTOMERS are reading advertisements like this in a long list of leading national and provincial newspapers, magazines and motoring journals.

★★ Each advertisement tells in clear, simple terms why, under the Henley Incentive Scheme, Henley workers are turning out better tyres than ever.

★★★ **Find out the full story.** Send for the booklet "Incentive in Action". You'll soon prove it a real help in clinching sales.

RECOMMEND

HENLEY TYRES

BUILT WITH INCENTIVE

HENLEY'S TYRE & RUBBER CO. LTD., DEPT. A, MILTON COURT, DORKING, SURREY. *Works:* GRAVESEND, KENT

"Enterprise is Paralysed"

I.M.I. President comments on export policy and working incentives at national luncheon: Calls for National Training College

In the front line

"THE motor industry is now engaged in the front line of economic battle as the greatest contributing industry in an attempt to close the 'dollar gap,'" stated President STANLEY S. DAWES, of the Institute of the Motor Industry, Inc., in his Presidential address given at the national luncheon of the Institute in London on Thursday of last week.

This, however, was not effected without serious repercussions upon the efficiency and economic stability of the home markets, he added, and, consequently, the commercial and financial security of those engaged in the distributive sections of the industry.

He thought it was not unreasonable to expect, after five years of so-called rehabilitation, some relaxation of policy in extracting from our industry the greater part of its productivity for export.

He had been taught, and he still adhered to the principle, that a permanent and prosperous export trade could only be built on a prosperous home market. **To-day that fundamental principle appeared to be working in reverse, in an attempt to gain world prosperity at the expense of an impoverished home market.**

Manufacturers were now obliged to chase world markets when heavy demands for their output was waiting on the doorstep. He knew the official answer was that unless we continued to pursue a policy of "export mania" we should get no raw material nor food for our people. But that was only half the truth.

There was a fundamental reason for this appalling paradox of scarcity in the midst of plenty. That was our not being able to purchase what we could produce, and what we badly needed.

Stanley S. Dawes, President of the Institute of the Motor Industry.

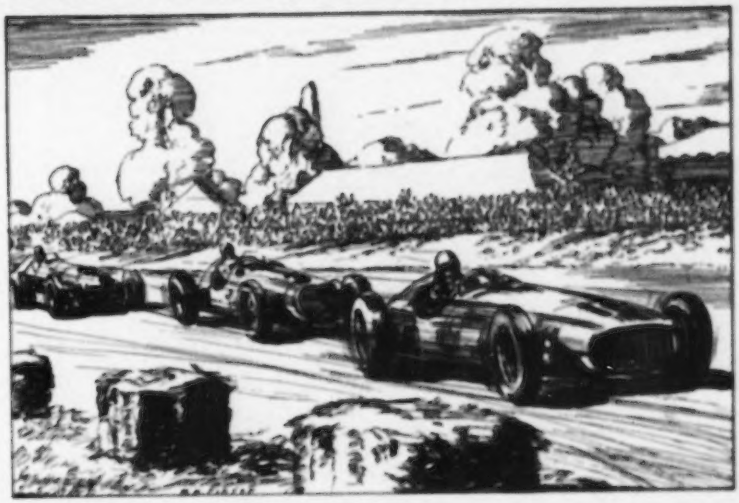
There seemed to be a lack of common sense in the fact that the products of our great industry were being sent to a country which had a capacity to produce more cars than it could absorb in its own markets. **The stark economic fact was that this country lost its invisible assets in the fight to save Western civilisation and was now called upon to pay a bitter price.**

We were an industrial nation, Mr. Dawes emphasised, and to sell our products in a highly competitive market, as was now becoming our task, every means must be devised for increasing our knowledge of productive efficiency and understanding of industrial and human relations, if the masses were to retain the benefits bestowed upon them by the present Welfare State.

"Never were we in greater need of the co-ordinated efforts of learned societies, professional and commercial institutions, and trade associations. Behind every new invention, every new productive operation, every improvement in technical, managerial and administrative technique, stands the matrix of human society," Mr. Dawes stressed.

A tremendous responsibility rested upon Governments, scientists, industrial leaders

With an eye to the future



B.R.D.C. Race Meeting, Silverstone · August 26th.

CLEVELAND SERVICE NOW . . .
CLEVELAND PETROLS LATER

and the professions to see that the vast wealth of our productive capacity should be used in promoting prosperity and human happiness.

This could not be achieved if industry, commerce, the professions and trade associations were working in an atmosphere of frustration caused by restrictive practices, nor would the ordinary citizen submit for long to Utopian promises which were difficult to fulfil, at the expense of his individual freedom and security.

Inexorable law

There was one inexorable law governing the whole economic life of the world—the law of supply and demand. Our whole future depended upon the full utilisation of our productive capacity, and it seemed to him to be the height of absurdity to create a sense of false security, **that benefits could be bestowed upon a community, and that we could get more out of life than we were prepared to put into it.**

Mr. Dawes asked: "What incentive is there for management or employed persons when all initiative and enterprise is paralysed by an intolerable system of taxation, directives and restrictive practices?"

Dealing with the responsibilities of the Institute itself, Mr. Dawes pointed out that they had specialised functions to perform, not only in relation to the higher educational work to which they were committed, but in wider fields of activity among the youth of the motor industry who were outside the membership of the Institute.

These young people were their concern and must have an important place in all their planning, as the future of the industry lay in these youngsters' hands.

They were ready for guidance in the field of study covered by the Institute's policy, and it was the responsibility of members who had had some part in the development of our great industry to encourage and share with the younger ones their experience and knowledge.

National training college

Mr. Dawes mentioned two things which called for closer investigation and the whole-hearted support of the motor industry. One, which he had first mentioned when speaking at the annual dinner of the Institute last year, was the setting up of a National Training College for the motor industry.

It was not suggested that this establishment should in any way interfere or replace the work now being carried on in technical colleges for the training of candidates for National Craftsman's Certificates or similar schemes, but should consist of a special residential establishment **where intensive courses could be given for all levels of technical, commercial, managerial and administrative knowledge.**

It should provide primary training service for sections of the industry where these were lacking, interlocked as closely as possible with existing ones in the industry. Also refresher courses, and more advanced ones for those with training within the industry, as well as for those who, leaving school at the age of 18, do their National Training, and, on release, wish to enter the motor industry.

There were also men who had attended the universities, and, while they had academic qualifications, had little knowledge of the industry itself. This centre would enable them adequately to equip themselves, so that, on entering the industry, they would not be a drag on its wheels.

Equally, there were men in the motor industry who were anxious to advance their knowledge in managerial and administrative subjects to equip themselves for higher executive appointments.

The other thing that called for investigation concerned the exchange of apprentices and students with the motor industry of other nations. During the past few weeks, Mr. Dawes pointed out, the Institute, in collaboration with their friends in France, had been able to arrange, on an experimental basis, the exchange of two apprentices from two of the leading manufacturers in this country with one of the leading manufacturers in France.

TRADE TERMS ON PARTS

UNIFORM SCALE FOR FLEET OWNERS?

When the Council of the Motor Agents' Association dealt with the question of eligibility for trade terms on parts and accessories at their meeting last month, President **Howard Godfrey** said that the proposals put forward at the National Conference were being actively progressed.

A delegate hoped that something was also being done to try to secure uniformity among manufacturers on fleet owners' discounts on parts. **He thought there should be a standard scale just as there was in the case of fleet owners' discounts on vehicles.**

In reply, Deputy President **S. M. Caffyn** pointed out that this matter had been raised recently, but in view of the Lloyd-Jacob report it was advisable that the industry should be able to say that discounts were fixed in open competition.

A NEW
LINE OF BUSINESS
FOR YOU . . . **the Purolator filter kit**

MADE TO SUIT:—

Morris Minor (1948 onwards)	Hillman Minx (1935 onwards)
Morris 8 h.p. (1935-1946)	Standard 8 (1938-1948)
Morris Oxford (1948/1949 to engine 12433)	Ford 8 and 10 (1935-1949)

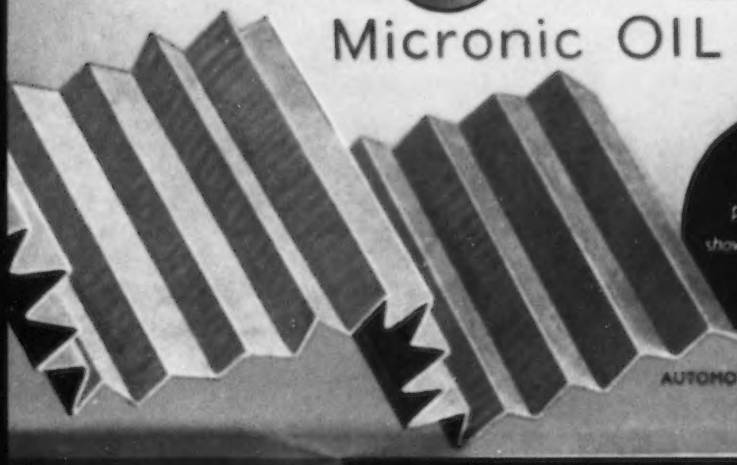
The kit contains a complete Purolator paper-element filter, with every union and connection, and the necessary bracket, for quick fitting without drilling.

There is further and continuous business for you in supplying the replacement element.

PUROLATOR

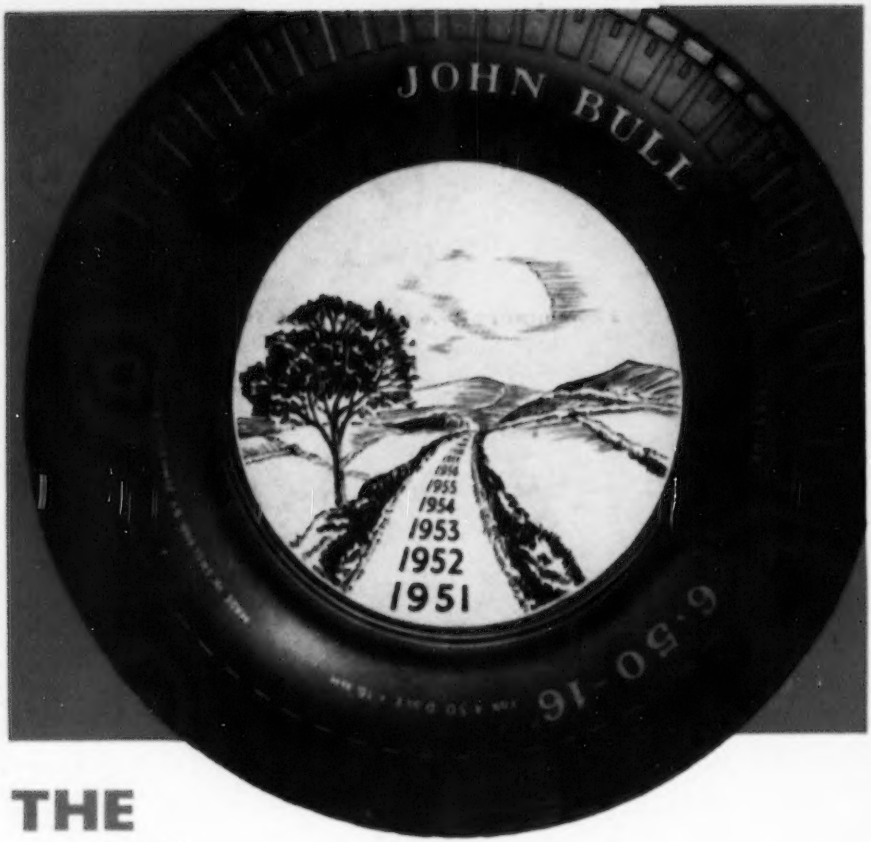
REGD. TRADE MARK.

Micronic OIL FILTER KIT



The paper filter element partly unwound showing the enormous filtering area

AUTOMOTIVE PRODUCTS COMPANY LTD.
LEAMINGTON SPA.



THE LONG TERM VIEW

The astute Trader may ask himself—"Which Tyre Manufacturer has done most to keep tyre sales in the hands of the Garages?"

The answer obviously is John Bull—for John Bull is the *only* make of tyre distributed *exclusively* through Garages. This policy has ensured fair play to thousands of Garages in the past, and has given them a worth-while sense of security.

Traders who wish to retain their tyre replacement business on a profitable basis are protecting their own future NOW by concentrating on John Bull, and making known to their customers this fine make of tyre.

JOHN BULL
'HEAVY TREAD'

DISTRIBUTED ONLY THROUGH BONA-FIDE GARAGES—YEAR IN, YEAR OUT!

JOHN BULL RUBBER COMPANY LIMITED LEICESTER MT6/50

It Began with Bicycles in 1889

Rossleigh Ltd., Edinburgh, Diamond Jubilee story

Ten depots

IN a 24-page brochure, well laid out and produced, Rossleigh, Ltd., of Edinburgh, commemorate their Diamond Jubilee and tell the story of the growth and development of the company during 60 years of business, which began as a cycle shop in 1889 and which now has ten depots.

The brochure tells of how young **William Lowrie Sleigh**, a Post Office worker and enthusiastic cyclist, passed on his latter enthusiasm to colleague **Thomas Fraser Ross**, and of how they left their jobs to set up a cycle shop of their own in Goldenacre.

As the cycle trade boomed so their business grew, helped on by the reputation which Ross and Sleigh gained for quality repairs, and larger premises had to be acquired, with branches in Glasgow, Dundee, Aberdeen, Belfast and Dublin.

In 1897 the Beeston motor tricycle was being displayed, and cars were soon being hired, at three guineas a day on pneumatics and two guineas on solid tyres.

The word "Motor" appeared in the company's name in the following year, 1898, the title then becoming the Rossleigh Cycle and Motor Co., Ltd. In 1900 the Daimler, the New Beeston and the Arrol Johnston were being stocked.

By 1904, the present five-storey head office building in Shandwick Place, Edinburgh, was opened, but it was soon after that that Tom Ross retired through ill-health and went to farm at Muirfield, East Lothian.

The name of the firm was changed to Rossleigh, Ltd., in 1907.

William Sleigh was elected Lord Provost of Edinburgh in 1923 and created a knight in 1924. He died in 1945, leaving behind a business of which he could justly be proud.

In the business were Sir William's three sons. But Thomas had died in 1931 when he was a director and manager of the Glasgow interest. **William** and **Charles Sleigh**, Directors since 1920 and 1931 respectively, are now joint Managing Directors, the other Directors being **R. R. Stalker** and **G. I. Stewart**. Mr. Stalker is this year's Vice-President of the Scottish Motor Trade Association.

The five-storey head office of Rossleigh Ltd., in Shandwick Place, Edinburgh.

The company are Daimler distributors for Scotland, and also handle Rolls-Royce, Bentley, Standard, Jaguar, Lea-Francis, Rover, Lanchester, Triumph and Jensen cars, also Rootes Group cars and commercial vehicles. Their extensive workshops and showrooms are now, in addition to ten establishments in Edinburgh, in Aberdeen, Glasgow, Dundee, Inverness, Stirling, Kirkcaldy and Hawick, as well as over the Border in Newcastle-on-Tyne.

STRICTLY ENTRE NOUS

by LFJ

Back to brands

THE motor industry, and its customers as well, are entitled to a lot more information as to why they are still compelled to use Pool spirit. It is so long ago that officialdom hinted that branded petrol would soon be available that I have forgotten the exact date, but the restoration was supposed to be practically a certainty. However, we have had nothing since but interminable postponements and vague evasions, and the time has come to show that we are really cross about it. By pre-war standards, Pool is shockingly poor stuff. The quality varies considerably, but even at its best, neither the power nor the economy are what they ought to be, particularly in view of the high price. What American tourists think of our petrol I dare not try to imagine, and, taking it all round, it can quite truly be said the survival of Pool is a definite handicap to the industry. No harm would be done, by the way, if that fact were more widely publicised. Frankly, too, I find it very difficult indeed to believe that the nation would be a penny the worse off if the brands were released to-morrow.

Stroke of fate

SUPPOSE that you are the owner of a nice little garage by the side of quite a busy road, with a village not far away in each direction. Suppose, further, that it was planned to close a section of that road to all traffic, and permanently. Where would you be likely to stand in that event? Your place being situated in a cul-de-sac, the flow of passers-by would dwindle to nothing. There would be a barrier between yourself and your customers in one of the villages, which could only be got round by making a lengthy detour. You would have to use that, too, in order to take people to or from the railway station. All that would mean not only immense inconvenience, but almost certain loss of trade. And in that case might you be able to obtain any compensation from the responsible authorities? I know at the moment of one Oxfordshire garagist who is asking himself that question—along with some others that nobody seems able to answer—the reason being that a longer runway is needed for the aerodrome close by, which will mean that part of the road will have to be closed off. As the garage is not in the section to be taken over by the Air Ministry, but will remain still on a public road, it seems doubtful whether the owner will be granted any recompense. If so, it looks like a raw deal for him.

Book corner

JOHN THORNLEY, of M.G.'s, has written the history of that *marque*, and the volume is due to appear any day now. And Russell Lowry is tackling the Riley story, chiefly from the racing angle, although we shall have to wait until next spring for the result. Both books are in the list of Motor Racing Publications, Ltd., a house that has made really phenomenal progress since it was started in a very small way just over three years ago. It is the creation of John Lloyd and his brother, Nevill. Both are ex-officers, the former having been a fighter pilot, whom one gathers to have had a particularly adventurous career in the war. Their headquarters, at Wick Hall, Radley, is a most unusual place, and a completely delightful one as well.

it takes 4 drivers

For an expert driver it can be tough being a passenger.

Back-seat-driving; when your foot comes down hard on the floor boards and you have to hold on to yourself not to sing out.

But here, thank goodness, is a car that's built to take a driver in every seat and keep him happy. You cannot help feeling the absolute *safety* of the car — its iron grip of the road, the masterful way it has with corners and the fine indifference with which it treats the hills.

Yes, here you sit in the back actually enjoying it. And suddenly you're surprised that you can stretch your legs — long though they are. And you can loll about as you like. There's such a lot of room.

Then you remember — what someone once told you — you get more body room because that hyper-efficient engine is so compact, so far forward. And so here you are gliding along ahead of the back axle with the torsion bar suspension soaking up the bumps and the clock showing a steady cruising 70.

You puff a cigarette and offer one to the other fellow. Hello! — he's watching the scenery. What a car this is — two back-seat-drivers not bothering to drive.

This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'

Top speed, electrically timed, 78 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs. ("*The Motor*" Road Test)

Horizontally opposed flat-four 50 B.H.P. engine.

Javelin Saloon: £595
plus purchase tax £166.0.7.

Javelin Saloon de luxe: £695
plus purchase tax £193.16.1.

There are over 200 fully qualified Service Agents in Great Britain.

1½ LITRE

JAVELIN

take a good look when it passes you

JOWETT CARS LIMITED, IDLE, BRADFORD. 48, ALBEMARLE STREET, PICCADILLY, W.1

Communications intended for the Motor Trade Parliament should be addressed to The Speaker, "The Garage and Motor Agent," 62, Doughty Street, London, W.C.1.

Spirit Of Goodwill

SIR,—In addition to the remarks in your July 1st Terse Talk, I should like to comment on the happy relations which exist in the Coventry area between the petrol companies and ourselves.

By the courtesy of the Shell Co. and the Power Petroleum Co. a new problem has been brought to light.

Since the announcement of the national agreement on the qualifications of a commercial consumer to qualify for direct supplies, some sub-standard commercial consumers have endeavoured to become classed as petrol dealers in order to enjoy the benefits. By the co-operation of the two companies mentioned above, and that of the Regent Oil Co., this problem has been nipped in the bud.

I am glad to say that there is no doubt that when they are approached by potential commercial - consumers - cum - dealers the other petrol companies will show us the same co-operation.

ARTHUR G. E. MARTIN.

Coventry.

[*Glad to have the opportunity of publishing this confirmation of our view that the petrol distributing companies are showing a growing desire to improve goodwill between themselves and the motor trade. It would be interesting to hear the experience in other areas.*—THE SPEAKER.]

Reconditioned Units

SIR,—As one who has had over 50 years' experience in the trade, both in manufacturing and specialist work, I am in complete agreement with Mr. H. Lee, Secretary of the National Association of Crankshaft and Cylinders Grinders (May 20th issue).

In my case, I am running a car, the engine of which has completed over 180,000 miles. In this period the engine has undergone two complete reconditioning operations and at present is running perfectly.

The point that the writer wishes to make clear is the quality of the work and the care that has been put into the work of assembling, by a member of the Association.

One could not expect trouble-free mileage from an exchange engine, simply because easy tolerances have to be employed to avoid seizing in the early stages, with the result that after a few thousand miles trouble starts to assert itself again.

Generally speaking, the owner of a car takes a personal interest in the prime mover and certainly has a preference for his own engine to be re-installed. He does know the history of his own engine, whereas he does not know what treatment the replacement has been subjected to.

The writer considers that Mr. H. Lee has made a valuable contribution to the trade in general and to our garage friends in particular.

H. G. TURNER, M.I.Mech.E., M.S.A.E.

Farningham, Kent.

[*As Mr. Turner is a member of the motor industry, his opinion as a motorist should be doubly interesting to all hon. Members who recondition engines.*—THE SPEAKER.]

Service Weeks

SIR,—Thank you, Mr. Speaker, for having allowed Mr. Maxwell and me so much of your valuable space for our "combat."

May I also thank Mr. Maxwell for having agreed (June 24th issue) that the public can get some service from a decently organised Service Week.

Mr. Maxwell's views on ostentation are much the same as my own. Personally, I prefer soft lights and sweet music, although I seem to remember that many hundreds of years ago a band of men achieved their object by blowing loud and long on their native trumpets!

One last point, if I may. Having concen-

TRADE ON A FAMOUS NAME!

ESSO

LIGHTER FUEL

MILLIONS OF SMOKERS SEE THESE ADVERTISEMENTS IN SUNDAY NEWSPAPERS AND MAGAZINES

STOCK UP NOW WITH THIS TOP QUALITY PRODUCT AND MAKE SURE OF YOUR SHARE OF ESSO GOODWILL

RETAIL PRICES:

10-oz. bottle with pourer cork	1/6½d.
Major Capsule (1 oz.)	6d.
Minor Capsule (½ oz.)	1½d.

Write for trade prices and terms

ANGLO-AMERICAN OIL COMPANY LIMITED

36 Queen Anne's Gate, London, S.W.1

TYRE SALESMAN'S REFRESHER COURSE

Q. Why is INDIA popular with the Trade?

A. Because it recognises that the Dealer merits a great deal more co-operation and interest than he has in the past received. This is no great virtue on the part of INDIA — it is common sense. If the manufacturer has access to data and information which Dealers are too busy to collect, it is in the interests of all that he should pass it on. Among the INDIA Dealer's most valuable possessions is his library of INDIA publications. INDIA's dealings with the Trade will continue to be conducted in the spirit of frank co-operation.

The MOTOR TRADE PARLIAMENT

Continued from page 984

trated on building up a staff of skilled and experienced mechanics, having passed these mechanics through the manufacturers' own service schools (all so far having obtained the highest certificates of proficiency), having installed special equipment and tools to improve accuracy and save time, surely Mr. Maxwell will not deny us the right to call ourselves expert in the particular make of car concerned. Further, I hope he will appreciate that the qualification "real" does not figure in my claim.

I am afraid, Mr. Speaker, that no one will shake the opinions expressed in my letters on Service Weeks, which I am convinced can be of great benefit both to the public and the trade.

There, Sir, after expressing again to you my very grateful thanks for your indulgence and to Mr. Maxwell for his patience, I rest my case.

Anna Valley Motors (Salisbury), Ltd.

W. G. DUNCOMBE-ANDERSON,
Director.

Salisbury.

[*And a most stimulating and enlightening debate it has been, too. Even though he has not been shaken by Mr. Maxwell's opinions, Mr. Duncombe-Anderson will agree, I know, that the other fellow's point of view is always valuable in enabling one to get one's own views in proper perspective.* — THE SPEAKER.]

Motor Cycles In 1901

SIR,—On the evidence now produced by Mr. Armstrong (July 1st issue) I most readily concede that the 1901 Excelsior was a motor-assisted bicycle, rather than a motor cycle as latterly understood. The firm's 1896 model, over which the argument started, may also have been of the same type. In fact, I never denied those possibilities.

But all this, I fear, does not really get us much farther with the basic question. That is as to whether the motorised bicycle is to be counted as a motor cycle, at any rate when matters of early history are under discussion.

Hitherto it has always been taken that it should be so classed, as indeed it still is according to the law of this country. The proposition that Mr. Armstrong now propounds is that motorised bicycles are not to be considered as motor cycles at all, and should never have been.

Out of the Past

35 YEARS AGO. "The G. and M.A." 17/7/15.

WE think that country garage-owners should keep an eye on the development of motor-propelled agricultural machinery. Not immediately, perhaps, nor possibly directly the war is over; but some day the agrimotor (a generic term covering every variety of agricultural motor) will achieve something of a boom. And when the boom comes, the garages should profit thereby rather than the ordinary farm implement dealers. As a matter of fact, in many country places with which we are acquainted, the two trades are often, if not generally, combined in one firm.

20 YEARS AGO. "The G. and M.A." 12/7/30.

IT is too early as yet to judge whether the scheme of associate membership which has been adopted by the Scottish Motor Trade Association will have the effect of drawing members of the Motor Agents' Association away from that organisation, but no great prophetic power is required to foresee that the national status of the S.M.T.A. will be a strong attraction to many Scottish garage owners and repairers to join up with it. If they do that, the payment of a second subscription to the M.A.A. will no doubt appear superfluous to most of them.

To that novelty, my reply is that an acceptance of the suggestion would involve us in no small tangle. It would necessitate a revision of our ideas of motor cycling history in a light that is not only quite new, but somewhat dim and uncertain.

The difficulty is one of definition. Reference to to-day's standards will not help. The U.N.O.-sponsored International Convention on road traffic laid it down, last year, that a motorised bicycle is a machine fitted with an engine of not more than 50 c.c. capacity. Obviously we cannot go by that, as the size was unthought of in the early days, and until quite recently.

Nor is the acid test as to whether the power unit could be fitted to practically any bicycle. Powered cycles are now marketed that are built as such; their engines are not supplied for application to existing machines. Again, the fitting of pedalling gear is an immaterial point. It was for long provided on motor cycles of considerable power.

At this stage I feel that we should go over to Mr. Armstrong. Having said that a distinction should be drawn between the two classes of machine, it is for him to lay down the criteria upon which it should be judged. Certainly the task is beyond me.

Whether this constitutes an *amende* is a matter for Mr. Armstrong's judgment. But in any case I would assure him that I have pledged his health, in a liquid of the right colour, taste, and alcoholic gravity. The

The MOTOR TRADE PARLIAMENT

Continued from page 985

opportunity was welcome, and your sprightly contributor has certainly raised, whether in earnest or by way of a leg-pull, a point that is certainly intriguing to those of us who keep up an interest in motor cycles.

L.F.J.

[*Between you and me, Sir, Mr. Armstrong is a champion puller of legs, although he might be the last to admit it. If this health-pledging business grows, we shall have to open a bar in the House.*—THE SPEAKER.]

"Dry-dock" Workshop: Advice Given

SIR,—Replying to Mr. S. King-Smith's inquiry (July 8th issue), I feel confident that he would find the suggested 10ft. piers or runways for his proposed two-level workshop ample for all but very exceptional cars of the gin-palace variety.

Much of the length of the modern car is taken up by rear overhang, and if this is over the upper floor it does not matter much, provided the back axle is accessible. Rear spring shackles can be reached by a mechanic standing on a stout box on the lower floor and stretching his arms a little. The engine overhang at the front doesn't, of course, matter, if it reaches beyond the ends of the runways; in fact, its being clear of these makes the underside of the front of the car extra easy to get at.

The inquirer does not mention how many "bays" he proposes to have in his dry dock. If four or five are being arranged for, I suggest that he makes one of the end pairs of piers longer than the others, say 12ft.

DOCKER.

[*Many thanks, Mr. "Docker."* — THE SPEAKER.]

Costs Of Petrol Retailing

SIR,—It is common knowledge in the motor trade that dealers in petrol suffer what is known as "working losses," due to evaporation and other causes which average between 1 and 1½ per cent. Because of these recognised losses, when petrol rationing was first introduced, the dealer was allowed a 2 per cent. coupon tolerance. This was subsequently reduced to 1 per cent. and later, just before rationing ended, it was increased to 1½ per cent.

Although coupons are no longer required, the working losses go on and, with petrol tax being so high, it is only right that there should be a price tolerance in the same way as there was a coupon tolerance. In other words, for every 1,000 gallons a dealer purchases he should be presented with an invoice for 990 gallons.

Since the Government apparently recognises this unavoidable "working loss" why should it collect tax on this loss, leaving the whole burden of the loss to fall on the shoulders of the dealer, whose minute margin of profit, notwithstanding the many price increases, is the same to-day as it was in 1939?

It is time petrol dealers got together and looked after their own interests for a change. A collective agitation will achieve something. Individually, a grumble here and there will serve no purpose.

The petrol companies said their costs had gone up and agitated for a price increase, which they got. Lest nobody may have noticed it, let it be known that the petrol dealers' costs have also gone up.

Cleveland Garages.

P. HYAMS,
Secretary.

London, W.1.

[*That there is clear logic in Mr. Hyam's argument is impossible to deny. There should at least be a tax tolerance, or rebate, on one gallon in 100 delivered. This would not really be difficult to administer. Incidentally, in debating this subject, it is important always to emphasise that we are speaking of the retailer's GROSS profit margin.*—THE SPEAKER.]

Effects Of Tyre Wear

SIR,—If Mr. O. Lewis' car has been jitterbugging (July 1st issue) no doubt it caught the fever from the Glamour Girls in the factory. He should, in the first place, keep it well away from the charming voice of Alluring Alice at the P.B. Exchange. He should also watch that the factory bebop and jive fans have no chance of touching it and causing infection. You can't blame any Yuno car for catching the jitterbug germ from modern factory conditions.

Yes, O. L., coming to earth, the practical shop hand should have been through your experience, or at least have heard of it.

The first car of my own to suffer was a

The MOTOR TRADE PARLIAMENT

Continued from page 986

2-litre Rover, 1928 model, which I well knew normally had very pleasant steering. Accident cured the trouble before a committee of investigation was formed. A puncture, a wheel change and, lo! the trouble had gone. Next day, for the repair shop's edification, wheels were changed in various ways, starting the trouble and killing it.

At that period the Americans tersely called the antics "wheel shimmy" or, in its wider implications, "front-end shimmy." Hidden very neatly in this latter phrase is the idea of the many things that may contribute to these violent reactions, which on some cars can be most alarming in their intensity and duration period. It is another subject for the knowledgeable apprentice to spend two or three years on.

As a quick one, tyre change is the *first* thing I'd do, long before I'd let anybody start looking for the spiflicator and oiling up the exhaust gas analyser. Trigger crazy, I'd wing Montmorency from the hip if I saw him reaching for swivel pins or wheel bearings so soon.

The second simple one would be to investigate the presence or lack of castor (i.e., self-steering action), and to consider the speed at which the car took the groove. The trouble is so slight in some cases that an increase (maybe a decrease) of castor damps it out very cheaply.

Books can be written on steering geometry and on balancing and shimmying characteristics. It is fatal to be dogmatic about fancied cures. You see, some front-end designs are clever and lucky; they have inherent poise and are not so easily upset. Others suffer from knife-edge sensitivity; one note of bebop and they're off. Takes time to teach you that. My regards to Alluring Alice.

JHANSI.

[*Now then, now then! Stop ogling Alice! We don't want the whole House shimmying.* —THE SPEAKER.]

Who Sold These Cars?

SIR,—I support the new car and vehicle delivery investigation.

We have orders for vans outstanding since January, 1946, and cars from January/June, 1946. Some of our customers have cancelled as they have received delivery from another source, although the orders were placed considerably later.

STILL WAITING.

[*Hon. Members who have not yet sent postcards in support of the investigation into new-car deliveries mentioned in our June 24th Terse Talk may still do so.*—THE SPEAKER.]

:: :: **Motor Ball Patronage.**—The Duchess of Kent has granted her patronage to the 16th Motor Ball in aid of the Benevolent Fund to be held at the Dorchester Hotel, Park Lane, London, on October 18th—the first day of the Motor Show.

MEMORY TEST.—"I am sure that our experts in early automobiles will not be long in settling the maker's name of this car," said the reader who sent us this attractive picture. If they are in any doubt, however, the answer will be found on page 998 under "Rest of the News."

COMMERCIAL VEHICLE & TRACTOR BUSINESS

By "Transit"

"Royal" afterthoughts

IT is not at all surprising that the attendance figures at the Royal Show were considerably down on last year's. The wonder is that the drop was no greater than it was. All through the week the weather was uncertain, and could hardly have been worse on some of the days, while the horrific experiences related by some visitors were more than enough to deter others from starting out for Kidlington.

In the circumstances, the total of 122,236 was not at all bad, and it should be remembered that it was substantially above the pre-war average. It may be that the Lincoln record of 1947 will remain unbeaten, but I am very far from sharing the view that there is any serious decline in the popularity of agricultural shows. Prospective exhibitors need have no fears on that score.

General opinion at Oxford was that the organisers could have taken better precautions against the wet. They banked too much, it seemed, on luck. Also, foul as the conditions were, they should not have interfered so much with the proper signposting of the ground.

For future occasions

The transport side of the motor industry could have been more fully represented at the Royal. With Bedford, Austin, Commer, Ford, Morris and others on the ground, it might have been thought that practically every factory would have thought it advisable to show as well, if only on an agent's stand. But there were a good many absentees, and the same applied at, for instance, the Bath and West.

These major shows are not only vast, but complicated as well. What is generally called the "machinery" section is in fact a miscellany of a very varied character, and it never seems possible to segregate the various classes of exhibit really effectively.

The result is that it is far from easy for the visitor, who is probably only there for the day, to find all that he might be interested to see. That in turn creates a problem for the exhibitors, and particularly for those who cannot run to large and striking stands.

Of course, the organisers can help by producing a catalogue that is easy to follow, which is not always done, but in the end it lies with the individual to devise the best means of guiding people to his display. There, local Press advertising could be very helpful. Banners, on the approach roads to the ground, can also be effective, and considerable use was made of them at Kidlington by several motor industry firms.

Thunder on the Left

An interesting situation has for some time been developing in the nationalised transport undertakings. There has been trouble with the haulage drivers in the London area, with the promise of a great deal more of it to come. The strike started by the Banbury footplate men, that ended with a complete climbdown on the part of the Railway Executive, was also highly instructive.

From what was said at the men's meetings, it was quite clear that the real grievance was against the State management, which was compared most unfavourably with that of the old G.W.R. The bitterness shown was indeed quite remarkable, coming, as it presumably did, from many who voted for Labour in the 1945 election.

The writer is fortunate in having been able to read full reports of this affair. It is a pity that the popular dailies were unable to accommodate them, as they were certainly a revelation.

NO FAULTY PACKING HERE

Complaints are occasionally heard about faulty packing of United Kingdom exports. As a contrast to this, the "Board of Trade Journal" records a tribute from Wisconsin, U.S.A., in a letter to a London firm of packers who had sent out to them a car of some historic interest, owned by the late Wolf Barnato.

"When I saw the words 'Britain Delivers the Goods' on each end of the crate," says the writer of the letter, "I could only say to myself 'How right you are,' because the goods were delivered in first-class condition, too."

If you want your tyre sales to look up

. . . be ready to meet the demand for this unrivalled new tyre which gives far

higher mileage

plus greater safety and extra comfort.

Scientifically constructed to withstand the severe tyre wear imposed by modern high performance cars, the new Avon H.M. will pay a handsome dividend in HIGHER MILEAGE, whatever the car. Widespread advertising will make the Avon H.M. much sought after. Be sure that *you* share in this extra business! Order your stocks today!

The AVON H·M

The Avon India Rubber Company Ltd., Melksham, Wiltshire

The MOTOR INDUSTRY'S NEWS

PROPOSAL TO RELAX UTILITY SPEED LIMIT

BUT NOT WHEN C-LICENSED OR USED WITH TRAILER

AWAITING APPROVAL

REGULATIONS which the Minister of Transport proposes to make to exempt certain types of utility vehicles, when used without trailers, from the 30 m.p.h. speed limit, are to be laid before Parliament.

They are the Motor Vehicle (Variation of Speed Limit) Regulations, 1950, but they will not, of course, take effect unless and until they are approved by each House of Parliament.

The vehicles affected by the proposed Regulations will mainly be those of the utility vehicle type, used as shooting brakes, estate cars, hotel buses, and the like, which are, although actually engaged mainly in the transport of passengers, not constructed solely to carry passengers and their effects, and are, therefore, at present subject to the 30 m.p.h. speed limit.

In announcing his decision, the Minister says he considers that, as such vehicles are generally constructed on the same chassis as private cars, and are similarly handy in use, **there is a strong case for exempting them from the speed limit when they are primarily used for the carriage of passengers and their baggage.**

On the other hand, the Minister sees no sufficient ground for granting such an exemption to light goods vehicles in general, **nor, therefore, to utility vehicles used for the conveyance of goods by way of trade or business or profession, or otherwise for hire or reward.**

Under paragraph 2 of the First Schedule of the Road Traffic Act, 1934, which at present governs the matter, a speed limit of 30 m.p.h. is prescribed, inter alia, for a motor car constructed or adapted for use for the conveyance of goods or burden of any description.

Under the proposed modification, only those motor cars which require carriers' licences, or would require them but for the specific exemptions in Section 1 (7) of the Road and Rail Traffic Act, 1933, or but for being in the service of the Crown or the British Transport Commission, will be subject to the 30 m.p.h. speed limit.

As the Minister is anxious to make the Regulations and lay them before Parliament at an early date, it is requested that any comments by the motor industry on the proposed modifications should reach the Secretary, Ministry of Transport, Berkeley Square House, London, W.1, not later than July 20th.

NEW CAR SHORTAGE

SALES OUTSIDE RETAIL TRADE

When the subject of new car shortage came up before the Council of the Motor Agents' Association at last month's meeting, it was reported that the Metropolitan Division had passed a resolution calling for steps to be taken to clarify the position. **They were particularly concerned about cars which it appeared had not gone through the retail trade.**

After another councillor said his Division also had called for an explanation, the President promised to have inquiries made. The position had already been taken up with the manufacturers, he added.

M.A.A. PETROL COMMITTEE

It was announced at last month's Council meeting of the Motor Agents' Association that, with the abolition of petrol rationing, it had been decided to bring the Petrol Committee into active operation.

The Committee consists of President **Howard Godfrey**, Deputy-President **S. M. Caffyn, F. A. Applebee, A. B. Hall, G. S. Payne, G. W. Prout, Harold A. Smith** and **F. G. Smith.**

MOTOR INDUSTRY'S NEWS

V.C.C. AT LE TOUQUET

SUCCESSFUL RALLY AND CONCOURS

For the recent Veteran Car Club Rally and Concours d'Elegance at Le Touquet, 32 Veteran and Edwardian cars took part, together with over 100 members of the Club and their passengers, and only one failed to complete the journey.

On arrival at Dover, they were given an official reception by the Mayor of Dover, Mr. W. H. Fish, and he accompanied the competitors on an 1898 Daimler to Le Touquet, where again they had a great reception from the Mayor.

President **Jim Allday**, of the V.C.C., who took part in the run, tells us that he drove his old 1903 Mercedes throughout from Weybridge to Le Touquet and back again. He says: "She never missed a beat and did the whole journey upon a tank full of British petrol." (Picture below.)

LEICESTER SERVICE WEEK

No fewer than 349 owners took advantage of the offer of a test, and a report upon the condition of their vehicles, during the recent Austin Service Week held by Vaughan-Harbourne, Ltd., Austin distributors, of Wellington Street, Leicester. In conjunction with this Week, the company opened their new oiling and greasing station.

The official opening ceremony was performed by President **W. Latham, O.B.E.**, of the Leicestershire and County Chamber of Commerce. This was followed by a luncheon and a dinner in the evening to local Austin agents and dealers, during which they were addressed by General Sales Manager **C. H. Rowley**, of the Austin Motor Co.

ENJOYING THEMSELVES.—The Mayor of Le Touquet, Dr. Pouget, with Jim Allday in his 1903 Mercedes during the V.C.C.'s Rally at Le Touquet (Story above.)

TRIUMPH MAYFLOWERS FOR THE HOME MARKET

BEING SENT TO DISTRIBUTORS

With the announcement that the first batches of Triumph Mayflowers coming off the assembling track at the Canley works will be sent to all distributors in the British Isles, Deputy Chairman and Managing Director **Sir John Black**, of the Standard Motor Co., who is also Chairman of the Triumph Motor Co. (1945), Ltd., issued the following statement:—

"Since January, 1950, we have sent 85 out of every 100 vehicles we have made to world markets, and, though it is my intention to maintain an export level higher than that called for by the Government, I have issued instructions for the initial output of Mayflowers to be sent to our own market.

"I feel the home motorist deserves some consideration after the lean time he has had since 1946."

The first Mayflower came off the assembling line at Canley on June 30th. The company say it will be produced to one specification only, and its comprehensive equipment will be of de-luxe standard.

Its price on the home market is £395, plus £110 9s. 6d. p.-tax. The colour schemes are black with beige or red trim, grey with grey or red trim, and maroon with beige trim.

Francis B. Willmott, of Francis B. Willmott, Ltd., Forward Works, Cheapside, Birmingham, 12, has been elected a Councillor for the Fox Hollies Ward of Birmingham.

MOTOR INDUSTRY'S NEWS

N.E.A.V.B. ELECTIONS

NEW PRESIDENT IS J. H. BEAL

J. H. Beal, motor engineer and coach-builder, of Lincoln, was elected to succeed **Fred Siddall**, of Manchester, as President of the National Employers' Association of Vehicle Builders at the annual general meeting of the Association recently.

J. H. Beal

Herbert Spence, of Belfast, was elected to follow Mr. Beal in the Vice - Presidency, and Mr. Siddall was appointed hon. Treasurer in place of the late Percy Midgley.

In addition, the following were elected to the Executive Council: **James Ryder** (Leeds), **A. E. Morrish** (Bristol), **Ernest Batley** (Newcastle-on-Tyne), **Fred Harrison** (Hull), **Fred Gillett** (Lancaster), **Fred Siddall** (Manchester), **Robert Cocker** (Liverpool), **Herbert Wood** (Bolton), **G. O Grayson** (Lincoln), **J. E. Bissell** (Birmingham), **P. A. Harding** Bristol), and **N. R. Carrington-Bates** (London).

(A report of the Association's Conference at Scarborough appears elsewhere in this issue.—Ed.)

U.S. OIL CO'S AGREEMENT

In a written answer to a question in the House of Commons, the Fuel Minister stated that the U.S. oil companies had agreed to supply for sterling their share of any increase in petrol consumption arising from the abolition of petrol rationing.

If, as had been estimated, consumption in the U.K. increased by one million tons a year, **the share of the American companies would be 350,000 tons a year, and would cost about £5,000,000.**

As had already been stated, the companies had undertaken to spend this sterling in the sterling area on additional goods and services to be used by them in their oil operations, or on the building of tankers here. There was no question of their spending all the sterling on the building of tankers.

FARMERS' PETROL SUPPLIES

M.A.A. DISCUSS BULK STORAGE PROBLEMS

Problems arising from the recent abolition of petrol rationing came up for discussion at the recent Council meeting of the Motor Agents' Association.

Referring to the announcement by the petrol companies about bulk supplies to farmers, a delegate wanted to know if a farmer who qualified for one bulk installation through his having five vehicles could put in another.

In his Division there was a farmer, qualified by the number of his vehicles, who had put in a second bulk installation seven miles from his original storage for refuelling his vehicles on the move. Was this in order? he asked. **He was of the opinion that the second bulk storage was only for the convenience of the farmer and his friends.**

President **Howard Godfrey** thought the case might depend on circumstances. Several farmers had two installations in his county, because they had two or more farms some distance apart.

Deputy President **S. M. Caffyn** was of the opinion that this point had not been previously raised, but considered a farmer was entitled to a second installation if he had a second vehicle qualification.

The question of petrol pumps long out of use was raised by another councillor, who said that in his area petrol was now being delivered to farmers' tanks which had been out of use for many years.

In this case, the petrol companies took the line that these farmers were old customers. **His Division considered that petrol should not be supplied in such cases if the tanks had been out of use for five years.**

Suggestions were also made for obtaining evidence that "not for resale" pumps were actually selling, and that the conditions of supply to such pumps should be studied.

Mr. Caffyn thought the real answer to these problems was the reintroduction of petrol grades. The trouble was at present that the farmer had in his tank the same grade of fuel as that sold by the garage. If the trade was selling a better petrol that would be a different story.

Wing Comdr. **R. H. Berryman, O.B.E.**, has been appointed General Manager of Moons Motors, Ltd., Dorset House, Marylebone Road, London, N.W.1.

Bowlers dream
of a deadly spell
but the motorist
only dreams of SHELL

—and when the days of "Pool petrol only" are over, you will find once more that—you can be sure of Shell.

MOTOR INDUSTRY'S NEWS

CAR SOLD WHILE UNDER HIRE-P. AGREEMENT

"ALL THE VILLAINS OUTSIDE"

"It is nice to have before me such a lot of innocent people with all the villains outside," commented Mr. Justice Valsey, when sitting as an additional Judge of the King's Bench Division last week. He made this remark after hearing a case in which he gave judgment for £552 10s. and costs, in favour of Henry William Nash and his son, George Henry Nash, of Burlington Avenue, Chiswick, London, trading as Harry Nash, motor dealers, against William Maidment, a motor dealer, of Northam Road, South Harrow.

Henry Nash said that, while trading as Harry Nash, he bought a car at an auction for £552 10s. **Some days later a finance company claimed it under a hire-purchase agreement, and he lost the car and his money.**

Mr. H. Fenton, who appeared for Mr. Maidment, told the Court that Mr. Maidment bought the car in good faith from a man named Lewis. Before purchasing it, he made inquiries, and Lewis, who had since been sentenced, gave him a written undertaking that it was free from any hire-purchase agreement. Subsequently, he put the car up for auction.

BUSINESS DEVELOPMENTS

Thos. P. Headland, Ltd., engineers' merchants and motor factors, 164-8, Westminster Bridge Road, London, S.E.1, have opened a new showroom at Loughborough Street, Kennington Lane, London, S.E.11. They ask us to extend an invitation to our readers to visit these premises, in which they have incorporated a selection of goods from each of their departments.

Cords Piston Ring Co., Ltd., 906, Harrow Road, London, N.W.10, are shortly opening a factory in Durban for the manufacture of Cord rings. It will cater for the needs of the market in South Africa, Northern and Southern Rhodesia and East Africa.

Sheepbridge Stokes Centrifugal Casting Co., Ltd., have changed their name to **Sheepbridge Stokes, Ltd.** The company's two factories at Chesterfield and Sutton-in-Ashfield will trade under the new name and will continue to manufacture Centricast products. The change of name will not affect either management or policy.

RE-EQUIPPING DAGENHAM

START MADE ON £12m. PROGRAMME

Ford Motor Co. report that their £12,000,000 re-equipment programme, announced in May, is going well ahead at Dagenham.

Work has already started, not only on the new battery of coke ovens for which Chairman **Sir Rowland Smith** laid the first brick, but also on the new 150,000 sq. ft. building on the north side of the present factory.

Once again, as when the present factory was being built some 20 years ago, hundreds of piles up to 50 feet in length are being driven into the former marshland of Essex.

LOW-VOLTAGE HAND LAMP MAINTENANCE

J. H. Rowlandson, until recently London Manager for the Kelvin-Norton Electric Co., low-tension lighting specialists, has joined Aero-Auto Products, manufacturing electrical engineers, 19, Earle Street, Liverpool 3, as their London Sales Manager.

Mr. Rowlandson, whose address is now 26b, Brighton Road, Sutton, Surrey, points out that Aero-Auto Products also supply low-tension lighting systems.

In addition, this company have introduced a maintenance service for installations of the low voltage hand lamp system whereby, for an annual service charge, a general inspection and overhaul of the system is made every four months.

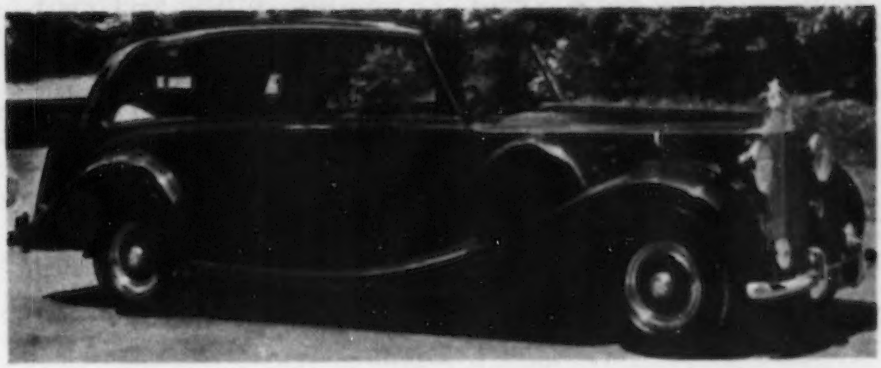
The annual service charges for the various systems are: 6 hand lamps, £9 10s.; 8 hand lamps, £12; 12 hand lamps, £15; 18 hand lamps, £21; 24 hand lamps, £25; 36 hand lamps, £32 10s.

HULL CENTRE I.M.I.

Hull Centre of the Institute of the Motor Industry, Inc., held their annual dinner recently, when the chief guest was the President-elect (now President), **Stanley S. Dawes.**

The Centre Chairman, **K. W. Tarran**, presided over a gathering of about 50 members and their friends. Also present were the Yorkshire Regional Chairman, **Baden Powell**, the Regional Secretary, **F. Lockwood**, President **G. B. Oliver**, and Chairman **Alex. Addy**, of the Hull Association of Engineers.

MOTOR INDUSTRY'S NEWS



ROYAL ROLLS.—This new Rolls-Royce has been delivered to Princess Elizabeth and the Duke of Edinburgh to replace their Daimler, which has been taken in part exchange by Car Mart, Ltd., through whom the order was placed. The Rolls-Royce chassis has a wheelbase of 12ft. 11in., and an 8-cyl. in-line engine of 3.7 litres. Coachwork is by H. J. Mulliner and Co., Ltd.

WESTERN COUNTIES I.M.I.

MEMBERS VISIT LUCAS WORKS

Thirty-five members of the Western Counties Region of the Institute of the Motor Industry, Inc., recently spent a day visiting the Birmingham factories of Joseph Lucas, Ltd.

After a tour of the battery works in the morning, they were entertained to lunch by the directors of the company at the Chadwick Manor Hotel.

In the afternoon, they made a tour of the Shaftmoor Lane factories, where they were shown the production of dynamos, starters and lamps. Dinner on the train during the return journey to Bristol concluded an interesting and enjoyable day.

CHESTER AGENTS' DAY OUT

Over 100 guests attended the Invitation Golf Tournament held at Hawkstone Park recently by the Anchor Motor Co., Ltd., Rootes distributors, The Newgate, Chester.

A nine holes medal round was played in the morning, and after lunch the players took part in a 4-ball alliance competition over the full course. Tea was followed by one club foursomes over nine holes.

Much amusement was caused at the dinner, as each guest had a menu designed like a passport and containing his own photograph taken during the day's play.

FORD PRODUCTION RECORD

VEHICLE OUTPUT MOUNTING

With the manufacture of 18,765 cars, commercial vehicles and tractors during last month, Ford Motor Co., Ltd., claim to have established a remarkable new production record. This brings the total for the first six months of this year to 100,890 vehicles compared with 151,793 produced during the whole of 1949.

In a reference to their exports, the company say that month after month the number of vehicles exported from Dagenham has increased until in May they were the highest in their history.

The total from January 1st to June 30th was 82,900, the highest half-yearly figure ever recorded. This represents the number actually shipped, and is not therefore comparable as a proportion of the vehicles produced during the same period.

MORE BLUE STAR STATIONS

Blue Star Garages, Ltd., 35, High Street, Hampstead, London, N.W.3, have added eight more garages and filling stations to their already substantial chain.

The new stations which came under Blue Star control on July 1st, are at Grimsby, Lincoln, Leicester, West Bromwich, Evesham, Harlington (Middx.), Twyford (Berks), and Wokingham.

MOTOR INDUSTRY'S NEWS

EXPORT CARS SOLD HERE

PROCEDURE IF NOT SENT ABROAD

The question as to the disposal of export cars, sold under the home delivery scheme but not subsequently sent overseas, was raised at the recent Council meeting of the Motor Agents' Association.

In reply, the President explained that, when consent to dispose of the car in this country was given—as had been the case in 41 per cent. of the applications made—the vehicle was returned to the manufacturer, **who offered it to their dealer organisations for sale at list price, plus 10 per cent. handling charge.**

NINTH S.M.T. "SAFETY LANE"

OPENED AT MUSSELBURGH DEPOT

Another "Safety Lane," making the ninth in the chain installed by S.M.T. Sales and Service Co., Ltd., was opened at the company's depot in Musselburgh by Provost Robert Hunter, on June 30th.

After the opening ceremony, Provost Hunter was presented with a carved oak cigarette box, on behalf of the company, by Lord Provost **Sir Andrew Murray**, of Edinburgh, and Chairman of S.M.T. Sales and Service Co. Also present were Director and General Manager **C. Cambage**, Directors **Sir Hector McNeill, W. B. Torrance**, and Area Manager **D. Donaldson**, of the company.

The guests were afterwards shown over a new extension of over 8,000 sq. ft. to the Musselburgh depot. An interesting fact about this new building is that all the girders and steel work used came from disused Bailey bridges. (Picture below.)

RAPID PUMP SWITCH

FIVE CHANGED IN SIX HOURS

In our issue of June 24th, page 769, we told the story of the complete changeover during an afternoon and night of six petrol pumps at the premises of Lamb's, Ltd., Woodford Green, Essex.

We now hear from Stemco, Ltd., 128-132, Albert Street, Camden Town, London, N.W.1, that they carried out a somewhat similar job at Denham Service Station, Ltd., Oxford Road, Denham, Bucks, in a matter of six hours.

They supplied five Gilbarco Calcometers to this station to replace five existing electric pumps. The installation was begun at 8.30 a.m., and at 2.30 p.m. the same day, they say, the whole five pumps were ready for submission to the Weights and Measures Inspector, who passed them all at the first presentation.

CANADA WANTS ACCESSORIES

While in Canada on an extensive tour of the markets in that country, Director **L. E. Hanley**, of Desmo, Ltd., was successful in securing the fullest co-operation of Manley and Sons, the firm of importers and distributors, Toronto, in the introduction of Desmo accessories to the Canadian market.

Frank Manley, founder and President of Manley and Sons has flown here, and intends to remain in England until about September 1st, with the object of finding further British motor accessories suitable for the Canadian market. Mr. Manley's address while in England is c/o Major J. Manley, Mullion, Westway, Carshalton Beeches, Surrey.

NINTH "SAFETY LANE". — Provost Hunter of Musselburgh, Lord Provost Sir Andrew Murray of Edinburgh, and Directors of S.M.T. Sales and Service Co., Ltd., at the opening of the ninth "Safety Lane" at the company's depot in Musselburgh. (Story above.)

MOTOR INDUSTRY'S NEWS

'ADVISABLE TO EXTEND COVENANT' SAYS M.o.S.

"WOULD GIVE PUBLIC GREATER CONFIDENCE"

ABUSES NOT GREAT

ANOTHER hint that the covenant should be extended to two years was given by a Ministry of Supply spokesman in the House of Commons this week.

He was replying to allegations by Mr. G. Thomas (Cardiff, West) that unpleasant practices were taking place in the distribution of new cars.

Mr. Thomas said that when people had the idea that there were queue dodgers able to get three or four new cars while they waited for one, the sense of social injustice created damaged the system of distribution.

There were instances of doctors exploiting the privilege of their priority. The trade should display their waiting lists for all to see.

Mr. Yates (Birmingham, Ladywood) stated that prospective buyers would feel happier if the covenant period were raised to two or even three years. **It was almost a spiv car dealers' paradise at the moment, and it was their duty to see such a serious racket ended.**

Replying for the Government, Mr. J. Freeman, Parliamentary Secretary, Ministry of Supply, pointed out that the Ministry of Supply had no power of control over the distribution of cars in the home market at present. The trade had been most co-operative in acting in accordance with the suggestions the Ministry had made.

Accepting that the ratio of home and export cars should not be changed, he said that the shortage of sheet steel was another limiting factor.

At present we were obtaining every ton of sheet steel we could find anywhere in the world, and not until the middle of next year, when new mills in South Wales came into production, would we have an easier position.

It would be reasonable to express a cautious hope when sheet steel was sufficiently plentiful for the motor-car industry to obtain full production.

There was no way of distribution to the home market with less difficulty, other than leaving the discretion on individual distribution in the hands of the local dealer. On the information they had got he was satisfied that the abuses of the covenant were not as great as had been suggested.

At the beginning of the year the Ministry had suggested to the British Motor Trade Association, in view of the relatively small number of cars allocated this year to the home market, that there might be grounds for extending the period of the covenant to two years.

The response of the Association was to carry out a survey which showed that within 15 months from the purchase of a new car, not more than 2 per cent. were being turned over. **It was obvious that this was not the national scandal in the sense alleged.**

The Ministry had asked the Association to keep the matter under review, and they were extending their survey to a period of two years after purchase, and they would see what results were obtained.

It would be advisable, he thought, for the trade to accept the suggestion to extend the period of the covenant. The difference in actual numbers would not be great, but it would go some way to giving the public greater confidence in the effectiveness of the distribution scheme.

SMALL FIRMS' LARGE PART

The set-up of business nowadays tends so much to "run to size" everywhere, that it is a surprise to learn that in this country, at any rate, industry is still served preponderantly by small-to-medium concerns (employing fewer than 250 workers). The actual figure is 98 per cent.

The small firm normally enters into fairly close relationship with its employees, but its size also imposes limits on its activities and creates its own particular problems.

Two of these problems, in particular—"What management techniques are suitable for small firms, and how can they be adopted?"—are to be discussed at a conference this week-end (July 14-17), at Keble College, Oxford, the conveners being the Industrial Welfare Society.

MOTOR INDUSTRY'S NEWS

P.-TAX ON BEDFORDS

THE EXTRA CHARGES

Vauxhall Motors, Ltd., have issued the following amounts of purchase tax on chassis which have to be added to the list price of all Bedford vans and commercial vehicles sold on or after July 1st:—

BEDFORD	List Price	P. Tax
Light van		
10-12-cwt. van	£325	£71 11 8
30-cwt. models		
Chassis	£359	£100 9 5
Chassis and cab	£398	£100 9 5
Dropside lorry	£431	£100 9 5
2-3-ton models		
Short chassis	£393	£109 18 4
Short chassis and cab	£432	£109 18 4
Short dropside lorry	£468	£109 18 4
Short end tip. (hand)	£488	£109 18 4
Long chassis	£405	£113 5 0
Long chassis and cab	£444	£113 5 0
Long dropside lorry	£484	£113 5 0
3-4-ton models		
Short chassis	£451	£126 0 7
Short chassis and cab	£490	£126 0 7
Short end tip. (hyd.)	£590	£126 0 7
Long chassis	£461	£128 16 1
Long chassis and cab	£500	£128 16 1
Long dropside lorry	£565	£128 16 1
5-ton models		
Short chassis	£482	£134 12 9
Short chassis and cab	£521	£134 12 9
Short end tip. (hyd.)	£621	£134 12 9
Long chassis	£492	£137 8 4
Long chassis and cab	£531	£137 8 4
Long dropside lorry	£596	£137 8 4
Tractor for articulated trailer		
Tractor chassis and cab	£490	£126 0 7
Passenger models		
Chassis (for c.v. bodywork)	£533	£148 16 1

30-str. Mk. IV service bus (Duple), £1,571; 27-str. Vista coach (Duple), £1,725; 29-str. Vista coach (Duple), £1,736 — (exempt from p.-tax).

Extra equipment

2-3-ton models optional tyre equipment, 32 x 6 h.d. all round including spare, at extra cost of £22 10s., plus p.-tax £6 5s.

CUT-PRICE PETROL SALES

Actual cases of price cutting on sales of petrol should be reported to the head office of the Motor Agents' Association, as the petrol companies had promised to deal with them, stated President **Howard Godfrey**, at last month's Council meeting of the M.A.A.

He was replying to several councillors who pointed out that, despite the fact it was now difficult to make a reasonable profit on selling petrol, there had been complaints of price cutting.

REST OF THE NEWS

:: :: **Lighting-up Times (Greenwich): Saturday, July 15th, 10.12 p.m. Saturday, July 22nd, 10.4 p.m.**

:: :: **National Craftsman's Certificates.**—The practical examinations for National Craftsman's Certificates will be held this year in the week beginning October 8th. The M.A.A. advise their members who have employees, including apprentices, who may be interested, to apply to their divisional secretaries for details.

:: :: **Coaches for Brazil.**—Another contract, valued at about £141,000, has been placed by Brazil with A.C.V. Sales, Ltd. This is for 20 ACLO Regal Mark III coaches, with bodies supplied by Duple Motor Bodies, London. The coaches were ordered through the A.C.V. joint distributors for Brazil, Knowles and Foster, Ltd.

:: :: **Gift to Lynwood.** — The Dunlop Rubber Co., who were responsible for much of the floor covering when the Benevolent Fund home for elderly people at Lynwood was being furnished, have undertaken to provide further supplies to cover the seven rooms in the new extension now nearing completion.

:: :: **Diesel Engines for Canada.**—Following extensive trials, the Canadian Car and Foundry Co., Ltd., the largest builders of buses and coaches in Canada, have decided to standardise on the diesel engine produced by A.E.C., Ltd., of Southall.

:: :: **"Open Day" at Rootes.**—On July 1st the employees were invited to bring their families and friends to see over the works of Rootes, Ltd., at Ladbroke Hall, Kensington, London. Over 1,000 guests were received by Managing Director S. J. Hine and General Manager G. W. Rossiter of the company.

:: :: **Memory Test.**—You were right if you guessed that the car on page 987 is a Wolseley. The date when the picture was taken is unknown, but C. R. Abbott, of C. R. Abbott and Co., Ltd., London, W.3, who lent it to us, said that it is of great personal interest to him because the driver is the late Tom Faulkner, original owner of Mr. Abbott's famous 1904 24.8 h.p. Mercedes. Incidentally, Mr. Abbott has recently sold his Mercedes to a member of the Veteran Car Club, but has acquired in its place a 1914 3.3 litre Sunbeam, one of the team cars that ran in the Isle of Man T.T. in that year.

It's here! THE WONDERFUL NEW CLEANING JELLY WHICH does every garage cleaning job

MORE QUICKLY, MORE EASILY, MORE EFFICIENTLY

To-day, with wages higher than ever before, time spent on garage cleaning tasks, washing down cars, etc., *must be kept to a minimum.* You owe it to yourself, therefore, to investigate SPREECE—the most amazing labour-saving cleanser yet produced by science. This wonderful new cleaning jelly dissolves grease and grime in a flash, enabling every cleaning job to be done thoroughly *in a fraction of the time.* SPREECE is economical to use—simply dissolve a little in warm water to make masses of rich, foaming lather—and is equally efficient in hard or soft water. Also, SPREECE contains no caustic or abrasive, therefore it cannot harm paintwork, fabrics or leatherwork, nor irritate the skin. *Send for a tin now.*

WASHING DOWN

Spreece's *rich foaming lather quickly dissolves all grime and grease, leaving the cellulose gleaming and spotless. It is ideal for cleaning the wheels.*

CLEANING INTERIORS

Use Spreece *for cleaning carpets and upholstery.* Spreece *dissolves all dirt and grease, restoring the original colours to fabrics.* Spreece *will not remove the natural oils in leather.*

FOR GREASY, DIRTY HANDS

Spreece *penetrates deep into the pores, searching out the grease and dirt. It leaves the skin clinically clean. No risk of dermatitis when you use* Spreece.

CHROMIUM AND GLASS

Cleaning chromium and glass is so much easier the Spreece *way! Because* Spreece *contains no caustic or abrasive, it's much safer, too!*

NETT WEIGHT 14-lbs. 30/- Per Tin Carriage Paid
SPECIAL QUOTATIONS FOR QUANTITY ORDERS

Spreece CLEANING JELLY

Send a cheque, cash or postal order, value £1.10.0, to:

THE SKIP COMPANY LTD., GOLDEN MILE WORKS, BRIDGEND, GLAMORGAN

(Contractors to the Ministry of Supply, Admiralty, Ministry of Works, Municipal Authorities, etc.)

TORTUOUS TALKS on TRADE TOPICS

by "Thansi"

Illustrated by "Betts"

A discourse on nuts, bolts and split pins

Nobody taught me

NUTS to apprentices. Nuts to the lot of them! And I mean engineers' nuts, not African ones. A simple incident tickled by mind a few days ago and reminded me that when I was first in a repair shop nobody taught me a darned thing about nuts, except the size to ask for at the stores.

When I brought George a fine thread instead of Whitworth, but the right sizes across the flats, I began to learn—but not about nuts. George gave me sidelights on my personal and family characteristics that had me round-eyed at his lingo-mastery. But the common nut remained a "closed book," so to speak.

It was years before the depth of the problems behind, and the desirability of interchangeability of threads crossed my tracks. Reading shop drawings and specifications in the car manufacturer's works was the practical introduction to the chaotic state of things.

Boxes of strays

We worked in both English and metric sizes, with many specials of our own—all on the same chassis, whilst "auto" sizes of nut flats were just becoming fashionable. But troubles were endless.

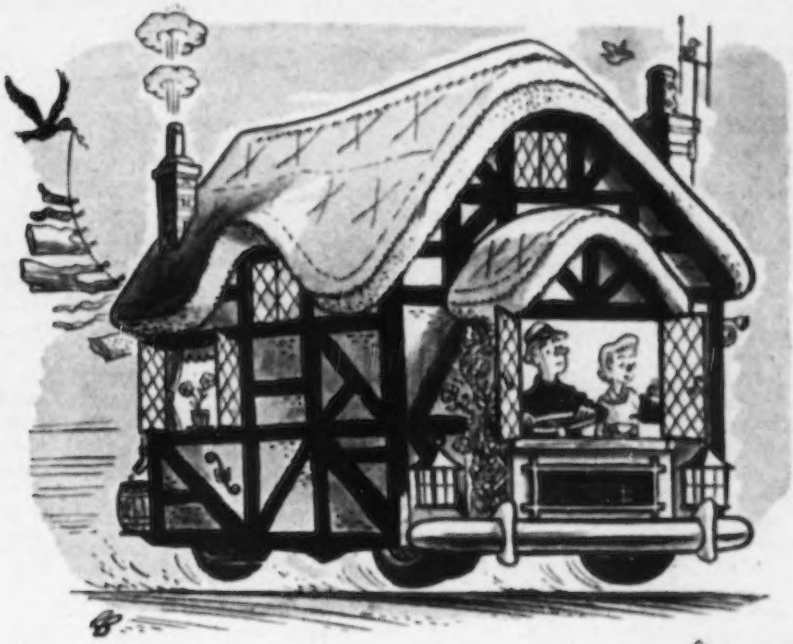
You could be certain of finding boxes of stray or even specially-made nuts on the assembly bench grouped as "too tight" or "too slack." Nobody on the bench bothered very much why, and simply selected what they needed when there was any difficulty. You didn't project and study thread crests. You merely got a longer spanner if the crest needed very slight modification.

. . . and you learnt with diligence (and spurts of blood) . . .

Slotted or castellated nuts, and plenty of them, were the hall-mark of safety, and you learnt with diligence (and spurts of blood) the best ways of removing split pins. Likewise, the accepted method of inserting the latter and neatly turning them over nut and bolt end.

I've nearly been murdered by an old-time fitter for what he thought *looked* slovenly pin fitting even if quite safe. And I've been checked to see I didn't ease a nut back a shade to find a hole. And I've cried when a set of

Motor how you will . . .



I will give you

MORE MILES PER GALLON! *says Mr. MERCURY*

Whatever the designer may think up for us in the future — short of rockets and atomic turbines — the fuel to use for more miles per gallon will still be National Benzole Mixture. For benzole — the dollar-saving spirit refined from British coal — is a hefty fuel in its own right, packing a bonus of extra mileage in every drop.

On that simple and self-evident story our great pre-war sales success was built. We shall do it again — as soon as National Benzole Mixture is back in the pumps! And now is the time to prepare for this happy day. Our local depot will be delighted to start — or to renew — acquaintance with you.

NATIONAL BENZOLE MIXTURE

studs, complete with their carefully filed and fitted nuts with split pins intact, were torn out of aluminium housings as back axles collapsed (but that's another story).

Here's where the oldest fitter in the shop can spill a bibful. The older the better, because it is in his lifetime that the whole question of mass production of bolts and nuts has been worked out.

Threads are legion

Mind you, if you consider the car and its accessories, the clock, electrical system, radio, tyre valves, sparking plugs and so on, there are still legion types of thread (shall I throw in self-tappers and coachbuilders'?) and many designs of nuts, with varying ratio of flats to nominal thread diameter, and there are quick pitches and left-handers as well. As for the tribe of special locknuts, that (together with the homely old pal the spring washer) is a subject of its own.

My point is this: the old fitter is the one who can so easily bring to life a vivid story. Behind the common or garden nut and its chequered existence and upbringing is a true and romantic engineering story.

Few, perhaps, have the added experience of mass production itself, and just to confuse the issue and broaden its scope I'll mention die cast, moulded plastics and rolled threads, each with its own peculiarities and limitations. That's something for the apprentice to look into in later life.

Silliest, simplest thing

The fact remains that the nuts *on motor cars*, their materials, thread form and methods of production, are an excellent example of the ramifications of engineering specialisation and development. And that development owes much more than is sometimes realised to the advent of the motor-car-built-by-mass-production, whose demands are far more exacting than those of the cycle trade.

Why this outburst? Because it is hard at times to capture the apprentice's interest and rapidly to develop his sense of proportion. So I pick on the nut as the silliest, simplest thing that he handles all day.

The other reason that gingered me up was my own failure to refit a moulded terminal nut on the feed wire of my electric petrol pump. Consequently several days later on a steep hill the perishing wire had to fall off.

It was the certainty with which I *immediately* blamed myself that brought to mind the reasons, for no nut has come adrift and interfered with the functioning of the car in the last 30,000 miles, and they are rarely touched for months on end, and few are pinned. The car is mass-produced.

If Montmorency grows interested and forgets Rosie the blonde for a bit, old Joe can go on to explain the difference in the stretching propensities of bolts, and of the change in conditions brought about by rubber cushioning and low-pressure tyres. But watch that Montmorency is interested at the proper moment, or he may leave a few nuts off or forget to tighten them.

Funny, isn't it? The simplest things are often forgotten in this busy complex age, until something unusual happens.

NEW A.A. ROAD BOOK

An entirely new "Road Book of England and Wales" has been compiled by the Automobile Association for their members. It deals in a practical way with roads and scenery, and contains 830 separate itineraries, 224 town plans, and over 6,000 gazetteer entries.

In separate articles, county by county, the touring information is so classified that the reader can find in a moment the particular feature interesting him.

In addition to a 64-page full colour atlas of five miles to the inch, the Road Book contains a 16-page key map and five special maps showing routes in and out of London, Birmingham and other large cities.

Available only to A.A. members at 15s. per copy, the publication is expected to attract many visitors to Britain, since it will also be supplied to motorists abroad joining the Association through their various organisations and clubs.

Lift the heavy stuff

with the HF 3 TON GANTRY

Once again on the market to meet widespread demand, the HF 3-Ton Gantry is designed to give an effective lift for heavy transport, agricultural tractors and industrial machinery. It is particularly useful for the removal and refitting of 2½ ton Diesel engines for D.7 Tractors, the raising of lorries, coaches etc. at front or rear end, the positioning and removal of heavy machinery in workshops and the on-and-off loading of heavy packages from vehicles. This Gantry has a lift from floor level up to 11 ft. and is designed for a safe working load of 3 tons for either centre or side lifting.

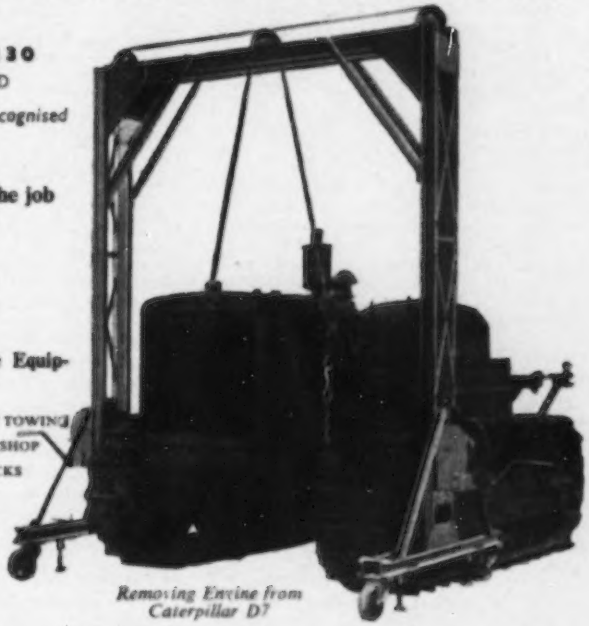
TRADE PRICE **£130**
CARRIAGE PAID

Obtainable from all recognised factors

The right tool for the job

HF Transport Service Equipment *includes:*

HF SALVAGE CRANES · HF TOWING AMBULANCES · HF WORKSHOP CRANES · HF VEHICLE JACKS
HF TYRE CHANGERS
HF ENGINE SERVICING
HF TYRE VULCANIZERS
HF DECARBONISING JIG



Removing Engine from Caterpillar D7

Ask for full details from:

HARVEY FROST & CO LTD

BISHOP'S STORTFORD · HERTS *phone: Bishop's Stortford 700*

A BROCKHOUSE COMPANY

MOTOR TRADE COMMERCIAL REPORT

COUNTY COURT JUDGMENTS

THE returns given below have been obtained from the Registry of County Court Judgments. **The Register does not differentiate between actions for damages and those for debts, or otherwise show in any case the nature of the dispute which may have made reference to the Court for its decision desirable.** Also, it is not known whether the judgments have been satisfied at this date of publication, but in many instances the amounts may have been settled between disputants and paid. **Further, the persons sued may have been acting for the defendants in representative capacities, and the claims may not have been against them personally; alternatively, the proceedings may have been personal matters unconnected with the businesses whose addresses have been used.**

G. W. Allinson, Durham Place, Scarborough, garage propr. £25 11s. 1d. June 7.

— **Blackman** (t.a. Bexley Heath Automobile Renovators), 1, Savoy Rd., Dartford, engr. £34 6s. 4d. June 13.

Brittain Street Garage, Brittain St., Dunstable, garage proprs. £61 8s. 6d. June 9.

J. Bruce Sanders (t.a. Modern Motor Service), Chapel Lane, Oadby, Leicester. £14 12s. 8d. June 6.

J. Callaghan, Waterloo Road Garage, Shepton Mallet, Som. garage propr. £10 6s. 10d. May 5.

Camden Motor Services, 18, Prospect Place, Camden Rd., Bath, auto engrs. £10 3s. May 4.

J. Chamberlain, 35, The Centreway, Yardley Wood, Birmingham, 14. £17. May 22.

Competition Cars, Ltd. The Old Maltings, Nayland, nr. Colchester. £30 12s. 3d. June 7.

Feltwell, A., c.o. Mrs. Hudson, Black Horse Drove, Littleport, Cambridge, motor engr. £29 13s. 8d. June 1.

D. Hainsworth, 2, Brexdale Ave., The Common, Kippax, Yorks. £30 14s. June 7.

D. Hainsworth, as above. £26 9s. 3d. June 7.

Herberts Garage, St. Mary's Church, Cowbridge, Glam, garage proprs. £26 12s. 6d. June 2.

Macko Auto Repairs & Service Station, Botley Rd., Horton Heath, nr. Eastleigh, Hants. £66 16s. 1d. June 7.

Manor Garage (Wakefield), Ltd., r.o. 126, Dewsbury Rd., Wakefield, garage proprs. £11 6s. 4d. June 7.

H. V. Percy, Three Cross Garage, nr. West Moors, Dorset, garage propr. £20 15s. 6d. June 8.

Scarsdale Motors, 6a, Station Rd., Eckington, nr. Sheffield, garage proprs. £14 12s. 11d. June 5.

Stables, F. C., Wilsford, Sleaford, Lincs, motor repairer. £46 8s. 10d. June 5.

S.T.D. Repairs, The Grange, Hinckley Rd., Leicester Forrest East, Leicester, motor engrs. £48 17s. 9d. May 22.

E. Taylor and **E. W. J. Parish** (t.a. Spray Cars), Cross St., Wadebridge, Cornwall, motor engr. £30 19s. 9d. June 6.

J. Trehearne, 34, Hillcourt Rd., S.E.22, motor engr. £10 11s. 8d. June 5.

Tully & Coam, c.o. Burks Engineer Works, Watling St., Redbourne, Herts, motor engrs. £27 3s. 11d. June 9.

G. Willford (t.a. Herberts Garage), St. Mary's Church, nr. Cowbridge, Glam, motor engr. £19 16s. 6d. May 22.

DELETION; Lindleys Garage, Ltd.—The County Courts Branch of the Lord Chancellor's Department have been notified by the Registrar that the judgment reported here last week as "Lindleys Garage, Ltd., r.o. Tamworth Rd., Long Eaton, Derbys, motor engrs. £165 14s. 9d. May 4" has been settled. The entry has therefore to be deleted.

INCREASES OF CAPITAL

Anglo Auto Finance Co., Ltd. — Increased by £10,000, beyond the reg. cap. of £50,000.

Silentbloc, Ltd.—Increased by £200,000, beyond the reg. cap. of £200,000.

Eros Wings, Ltd.—Increased by £5,000, beyond the reg. cap. of £5,000.

H. A. Saunders, Ltd.—Increased by £50,000, beyond the reg. cap. of £250,000.

NEW COMPANIES

Hall Motors, Ltd.—Private co., reg. in Dublin June 21. Cap., £5,000. To carry on business as manfrs., repairers and assemblers of and dlrs. in motor cars, motor lorries, motor omnibuses, etc. Directors: Mrs. C. M. Hall, K. T. Hall, W. M. Peel.

Edmond Murphy & Sons, Ltd.—Private co., reg. in Dublin June 24. Cap., £25,000. To carry on the business of garage proprs., car and taxi cab proprs., etc. Directors: E. Murphy, Mrs. M. Murphy.

Fletcher Engineering (Borrowash), Ltd.—Private co., reg. July 1. Cap., £2,000. To carry on the business of motor, agricultural and general engrs., etc. Directors: C. Fletcher, Mrs. J. Beresford. Reg. office: 30, Nottingham Rd., Borrowash, Derbys.

E. & M. Ferry, Ltd.—Private co., reg. in Edinburgh June 27. Cap., £1,000. To carry on the business of vendors of petrol and oil, manfrs. of and dlrs. in motors, vans and lorries, etc. Directors: E. Ferry, M. F. Ferry. Reg. office: Middle Pier, Granton Harbour, Edinburgh.

Saunders & Ralph, Ltd.—Private co., reg. June 29. Cap., £3,000. To carry on the business of motor and general automobile engrs., etc. Subscribers: G. S. Saunders, G. A. Shipton. Reg. office: 69, Ashley Rd., Bristol.

Geoffrey Edwards, Ltd.—Private co., reg. July 3. Cap., £100. To carry on the business of buyers, sellers, manfrs. and repairers of cars, automobiles, etc. Subscribers: G. I. F. Edwards, W. H. Mealing. Reg. office: 2, Amenbury Lane, Harpenden, Herts.

Newtown Motor Garages, Ltd.—Private co., reg. July 3. Cap., £2,500. Directors: S. Morgan, L. S. Morgan. Reg. office: The Garage, Pool Rd., Newtown, Mont.

Marshalls (E.M.E.), Ltd.—Private co., reg. July 4. Cap., £100. To carry on the business of general, mechanical, motor and electrical engrs., etc. Directors: W. J. S. Marshall, P. Marshall. Reg. office: 5, Willow Hall Lane, Sowerby Bridge, Yorks.

Cranes (Trailers), Ltd.—Private co., reg. July 5. Cap., £100. To carry on the business of designers and manfrs. of and dlrs. in trailers for motor and other vehicles, etc. Subscribers: F. G. Rayneau, D.

Model A.1 *for cars up to 12 h.p. where 2½" bolt hole centres are required.*

With the addition of the G.1 there is now a Rotoflo to suit almost every make of car from 8 h.p. upwards. And they are amazingly simple and easy to fit. All you do is send the old shock absorbers, with linkage, to the nearest Rotoflo Main Distributor, who can fit Rotoflo almost as soon as you smoke a cigarette. You can, therefore, supply to your clients the cushioned comfort of the Rotoflo Ride *the same day!* Rotoflo are the only Pressure Flow Shock Absorbers and the only non-friction type which, once fitted and correctly adjusted, give a long, trouble-free life of better shock absorbing *without any attention whatever.* Here is a tremendous turnover for live dealers. Contact nearest Main Distributor or the makers TO-DAY!

Model G.1 *for cars up to 12 h.p. where 3⅝" bolt hole centres are required.*

Model A.2 *for heavier cars and light commercial vehicles.*

Manufactured and World Patented by

UNIVERSAL DAMPERS LTD. SHIRLEY · BIRMINGHAM

1006 F

Motor Trade Commercial Report—*Continued*

Scott. Reg. office: South Green Works, Dereham, Norfolk.

David W. Shaw, Ltd.—Private co., reg. in Edinburgh June 30. Cap., £7,500. To carry on the business of manfrs., repairers and proprs. of and dirs. in motor and other cars, etc. Directors: D. W. Shaw, Alex M. Shaw, G. M. Shaw, D. W. A. Shaw, W. A. Shaw. Reg. office: 76, Grahams Rd., Falkirk.

M.S. Auto Services, Ltd.—Private co., reg. July 4. Cap., £1,000. To carry on the business of suppliers, distributors, sellers, buyers and retailers of petroleum, petrol, oil, tyres and motor car accessories, etc. Subscribers: J. H. Moore, P. F. Davey. Solrs.: Travers Smith Braithwaite and Co., 4, Throgmorton Ave., E.C.2.

Shurdington Garages, Ltd.—Private co., reg. July 5. Cap., £2,000. Directors: H. B. Faint, C. B. Faint. Reg. office: Alma House, Rodney Rd., Cheltenham.

Harold Tozer (Bromsgrove), Ltd.—Private co., reg. July 5. Cap., £2,000. To carry on the business of motor mechanics and engrs., etc. Directors: A. Tozer, H. Tozer. Reg. office: 110, Birmingham Rd., Bromsgrove, Worcs.

Washmobile, Ltd.—Private co., reg. July 4. Cap., £1,000. To acquire and develop certain patents relating to a method of washing vehicles, etc. Subscribers: J. Rosen, S. S. Franks. Reg. office: 2, Ludgate Hill, E.C.4.

CHANGES OF NAME

Rufus Amiel, Ltd.—Name changed to Rickmansworth Motors, Ltd., on June 16.

Unett & Felix, Ltd.—Name changed to Charles (Stanmore), Ltd., on June 29.

Kent & Sussex Woodcraft, Ltd.—Name changed to Kenex Coach Work, Ltd., on June 30.

Branksome Carriage & Motor Works, Ltd.—Name changed to Branksome Carriage & Motor Co., Ltd., on June 2.

B.M.T.A. Stop List

Following alterations have been made to the British Motor Trade Association Stop List during the week ended July 8th, 1950:—

ADDITIONS

Malkin, Emanuel (Arden Motors, Ltd.), 188, North St., Coventry; and 93 Dennis Rd., Coventry.

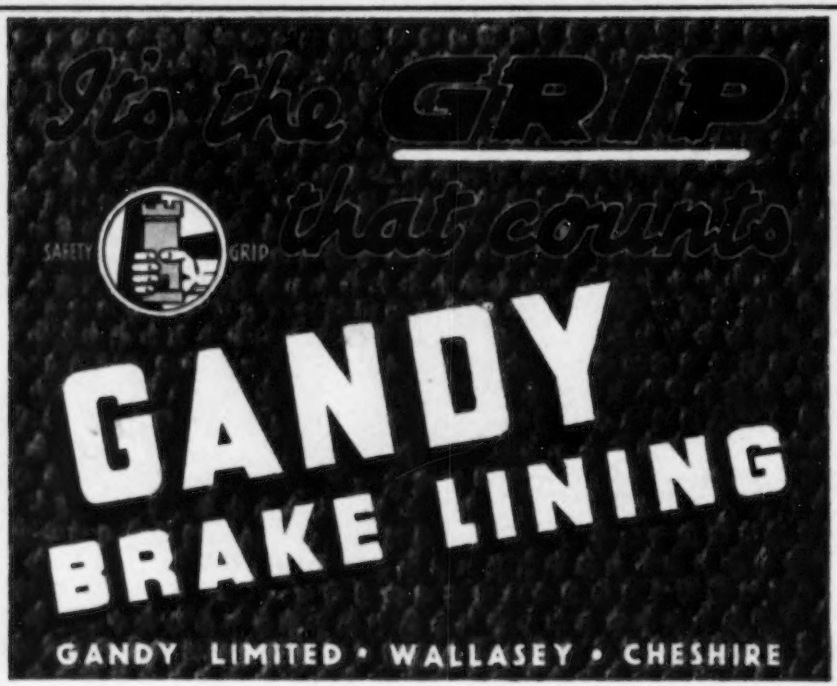
Mansfield, R. J., 242, Pettits Lane North, Romford, Essex.

DELETIONS

Gooch, A. J., "William the Conqueror," 630, Romford Rd., Manor Park, London, E.12. See also under **Mount Autos.**

Mount Autos (A. J. Gooch), 81, Old Church Rd., Chingford, E.4. See also under **A. J. Gooch.**

"William the Conqueror," under London.



★ *for* CLEAN & ACCURATE *oil service*

and a POSITIVE CHECK ON SALES

The AMLO is an item of equipment which gives distinction to any garage in which it is installed. With the six delivery points fully illuminated, it makes an attractive display and sales medium.

★ Dispenses three makes or grades of oil. Operated by insertion of disc into slot, raising glass window and withdrawing full measure of oil. When replaced and window is closed, measure is automatically refilled.

The AMLO is the quickest, cleanest and easiest method of dispensing oil yet devised, at the same time permitting a positive check to be made on sales simply by counting the inserted discs.

Full details gladly sent on request.

AMLO

OIL DISPENSER

Brown Brothers

THOMSON AND BROWN BROTHERS LIMITED

Head Offices and Warehouses (Wholesale only)

Great Eastern Street, LONDON, E.C.2

126, George Street, EDINBURGH, 2

Branches: Aberdeen - Acton - Belfast - Birmingham - Bournemouth - Bristol - Cardiff - Carlisle - Croydon Dublin - Dundee - Eastbourne - Glasgow - Hull - Inverness - Leeds - Liverpool - Manchester - Newcastle-upon-Tyne - Nottingham - Oxford - Preston - Reading - Southampton - Stoke-on-Trent - Wolverhampton

READERS' GUIDE TO ADVERTISERS

Aerograph Co., Ltd. 959
Aldridges 1010
Anglo-American Oil Co., Ltd. 971, Supp. iii
Autocar Electrical Equipment Co., Ltd. 1012
Automotive Products Co., Ltd. ..... Supp. i
Avon India Rubber Co., Ltd. 989

B.E.N. Patents, Ltd. 955
J. Blake and Co., Ltd. 950
Brown Brothers, Ltd. 1007
Buckland and Sons 1010
Burgess Products Co., Ltd. 958

Carmo (1929), Ltd. 1016
Cleveland Petroleum Co., Ltd. 979

Dowson and Mason Gas Plant Co., Ltd. 1016
Dunlop Rubber Co., Ltd. 965

Farnborough Engineering Co., Ltd. .. 1010
Ferodo, Ltd. 953
Ford Motor Co., Ltd. 960

Gandy, Ltd. 1006
John Garrington and Sons, Ltd. 957
John German and Son 1010
Girling, Ltd. ..... Cover iii
Goddard, Davison and Smith, Ltd. .. 1009
Gower and Lee 1012
S. Guiterman and Co., Ltd. 959

Hall and Hall, Ltd. 954
Harvey Frost and Co., Ltd. 1003
Headquarter and General Supplies, Ltd. 1013
Henley's Tyre and Rubber Co., Ltd. .. 977
Home and Overseas Trading Co. (U.K.), Ltd. 1011
Homo, Ltd. 1015
Humber, Ltd. 967
Thos. F. Hunt, Ltd. 952

India Tyre and Rubber Co., Ltd. Supp. iv

W. G. James, Ltd. 1012
John Bull Rubber Co., Ltd. ..... Supp. ii
Jowett Cars, Ltd. 983

Key-Leather Co., Ltd. 951

Lime Street Garage (Liverpool), Ltd. 1016
Liverpool and London and Globe Insurance Co., Ltd. 950
Ronald Lyon and Co. 951

Mann Egerton and Co., Ltd. 956
"Metamet" 1016
Brian Morris and Co., Ltd. 1015
Motor Union Insurance Co., Ltd. Cover i

National Benzole Co., Ltd. 1001
Nuffield Organisation 973

Pneumatic Components, Ltd. 957

Rad-Reps, Ltd. 1013
Rapid Services, Ltd. 952
Ripaults, Ltd. 1008
A. Robson and Sons 1013
Romac Industries, Ltd. 1016
Rootes Group 969
Runbaken Electrical Products, Ltd. 1013

St. Helens Cable and Rubber Co., Ltd. 958
St. Luke's Garage 1014
Shell-Mex and B.P., Ltd. 993
Silencers of Bolton, Ltd. 952
Skefco Ball and Roller Bearing Co. Cover ii
The Skip Co., Ltd. 999
Skyhi, Ltd. ..... Cover iv
Slick Brands, Ltd. 1012
Speedwell Lubricants 1016
Gerald Stains, Ltd. 1016
Standard Valves, Ltd. 952
Stevco, Ltd. 956
Surridge's Patents, Ltd. 950

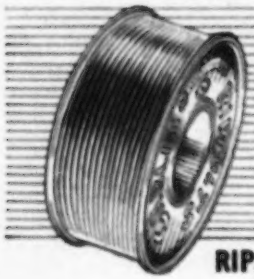
Temple Fortune Garage 1011
Trico-Folberth, Ltd. 952
Triumph Spares 1016

Universal Dampers, Ltd. 1005

C. C. Wakefield and Co., Ltd. 974
Watney Motor Accessories Co., Ltd. .. 952
Wayne V. Myers Co., Ltd. (Redex) .. 1015
West London Repair Co., Ltd. 1014
Francis B. Willmott, Ltd. 950
Wrigley Motors, Ltd. 1016

Zenith Carburetter Co., Ltd. 949

LEADING CAR AND COMMERCIAL VEHICLE MAKERS



RELY ON
Ripaults CABLES
For
LIGHTING, STARTING & IGNITION

RIPAULTS LTD · SOUTHBURY ROAD · ENFIELD · MIDDX.

Payment is required before publication and should be sent with advertisements

THE GARAGE AND MOTOR AGENT

Address to: T.G.B., "The G. and M.A.", 42, Doughty Street, London, W.C.1.

TRADE CLEARING HOUSE

PREPAID

"SMALL" ADVERTISEMENTS

4d. a word, including name and address. Minimum 3s. 6d. Box No.: No extra (Name and address charged).

AUCTIONS, BUSINESSES, INVESTMENTS, PROPERTIES AND VALUERS

GODDARD, DAVISON & SMITH, Ltd.

The Motor and General Auction Mart.

AUCTION SALES EVERY MONDAY at 10.30 a.m.

Plant, Equipment, Machinery, Tools, Trade Stocks, and other miscellaneous goods.

At 2 p.m. CARS, COMMERCIAL VEHICLES, ETC.

Businesses for Sale Dept.

Middlesex. By order of Executors. Filling Station, 6 Pumps (Garage, Workshops, Flat—let), Petrol sales 2,000 gallons per week. Freehold **£14,000** or offer.

Somerset. Filling Station, Garage, Cottage (6 rooms), full Plant. Freehold **£8,000.**

London, N. Filling Station, 4 Pumps, Showroom, Workshop, House. Rent, £520 p.a., on lease. **£1,000.**

Middlesex. Filling Station, 3 Pumps, Showroom, 37 Lock-Ups. Income £1,300 p.a. Freehold **£12,750.**

Sussex. Filling Station, Showroom, Garage and Workshop, full Plant. **£7,500.**

Middlesex. Extensive Freehold site 40,000 sq. ft., covered 8,000 sq. ft., 2 houses (1 vacant). **£15,000.**

Many other similar propositions available.

Valuations for all purposes of Property, Plant, Machinery, etc.

THE AUCTION HALLS, Putney Bridge Approach, S.W. 6.

RENOWN 6101/2/3.

Wanted

TO MOTOR TRADERS and Garage Proprietors: Established business urgently wanted in all districts, speedy sale assured; representative will call anywhere Home Counties and advise on price, etc., free of obligation.—Church, Howard & Hills, Ltd., Motor Trade Valuers and Garage Agents, 39, Kew Rd., Richmond. Tel.: RIC 3090. (1w50

Offered

OWNERS of Garage Businesses wishing to retire should consult **BUSINESS BROKERS, LTD., 46, St. James's Place, London, S.W.1** (REGent 4720). MANY BUYERS AVAILABLE. (1x1

S.E. COAST.—Old-established Taxi and Private Hire business, together with equipment and modern residence. Four cars (3 taxis and 1 private hire), in newly-built garage. Station rights. Accountants' figures available. Good turnover. Excellent living. Proprietor unable to take active part. £4,500, all at. Full details from—Box No. 609. (1x1

CORNWALL. — Garage and Petrol Filling Station, R.A.C. and A.A. trunk road; 4 c.l. pumps; good modern workshop and all plant and equipment; turnover, £12,000. Nice bungalow, 6 rooms, included in freehold at £8,500, plus stock. Mortgage about half to approved purchaser. Full details.—Charles Hodgins & Son, Auctioneers, 9a, Lower Stone St., Maidstone. Tel.: 4223. (1x2

CARS AND COMMERCIAL VEHICLES
Wanted

WANTED.—Motor Hearse. Must be modern.—Box No. 601. (4w1

CARS AND COMMERCIAL VEHICLES
—Offered

A CARAVAN INNOVATOR! Ex-editor caravan paper living in van 13 years has been the prime innovator in the trade during the last few years. The first and still the only one to give an unconditional free-van-for-a-leaky-one guarantee, the first to have a really enormous selection, the first and only one still to have a really big selection right in the **centre** of London, the first to start the National Association of Caravan Residents — Better h.p. terms, too, and free fares for two if van bought (this offer does not apply to the Berkeley Range). So why not write for bigger and better brochures to Head Office: **A. S. JENKINSON**, Bath Rd., Taplow, Bucks. 'Phone, Maidenhead 3434 (3 lines—Note Changed Number). Open always. Easy to reach—right on Main A4. Outskirts Maidenhead. Taplow Station 4 minutes. Our "Equal Selection" **LONDON BRANCH** (with ex-R.A.F. Manager), Corner of Semley Place and Ebury Street, Victoria, S.W.1. 'Phone, Sloane 9233; 4 minutes Victoria Station (near Airways House in Buckingham Palace Rd.). Hours 9 a.m. to 7 p.m.; 7 days a week. (4x1

AUCTIONS, BUSINESSES, INVESTMENTS, PROPERTIES AND VALUERS

By JOHN GERMAN & SON,
NEW STREET, BURTON-ON-TRENT.

IMPORTANT

FREEHOLD BUSINESS PREMISES

including

50 QUARTER MALTHOUSE, OFFICES, WAREHOUSE, SHOP, GARAGES, WORKSHOPS, CLUB PREMISES and DWELLING-HOUSES

To be offered for Sale by Auction, in lots, (unless previously sold by Private Treaty) by

JOHN GERMAN & SON

at the

Queens Hotel, Burton-on-Trent,
on WEDNESDAY, JULY 19th, 1950
at 3.30 o'clock in the afternoon.

Particulars, Special Conditions of Sale and Plan may be obtained from the Auctioneers or from Messrs. Reynolds & Co., Solicitors, 10, Newhall Street, Birmingham, 3. (Tel.: Central 8065.)

Auctioneers' Offices: 84, High St., Burton-on-Trent (Tel.: 3001) and at Ashby-de-la-Zouch and Derby.

ALDRIDGES

(Established 1753)

have been selling motor cars by Auction since 1907.

SALES HELD EVERY WEDNESDAY

at 2 p.m.

Approximately 75 cars and vans offered each week.
Valuations for all purposes.

Catalogues, entry forms, etc., of the Auctioneers:

ALDRIDGES

WILLIAM ROAD, LONDON, N.W.1.
Phone: EUSton 3692, 4618, and 3746.

SLOUGH CATTLE MARKET.

BUCKLAND & SONS

will hold their first Periodic Sale of

20 CARS, LORRIES & VANS
on SATURDAY, 22nd JULY, 1950
at 12 o'clock punctually.

Entries accepted up to time of Sale.

Entry Forms and Catalogues from the Auctioneers:

75, HIGH STREET, SLOUGH.
Also at Windsor, Reading & London.

BALL AND ROLLER BEARINGS—Offered

UNIVERSAL Ball Bearing Repair and Manufacturing Co., 111/115, Hammersmith Grove, London, W.6, supply, repair and manufacture all types of ball and roller bearings. Established 1907. Speciality, "promptness." Tel.: Riverside 3362/3/4. The "Senior Service" Factors. (2x2

CHASSIS FRAMES AND REPAIRS Offered

RECONDITIONED chassis frames in stock for many popular types. Repair work promptly executed. Over 35 years' experience.—The Blaker Motor & Welding Co., Ltd., Dukes Rd., Western Ave., Acton, London, W.3. Tel.: Acorn 4811 (7 lines). Telegrams: Blakerweld, Ealux, London. (6xT

CYLINDERS AND REBORING SERVICE

CYLINDER regrinding, boring and sleeving. Crankshafts reground, Main and big end bearings remetalled. Line boring. Valve seat inserts fitted. Surface grinding. Starter gearings fitted. Stockist of pistons, cylinder liners and Vandervell type bearings.—JOHNSON ROBERTS, LTD., Elm Tree Works, 1-21, Albion Rd., N.16. Tel.: Clissold 4477-8. (8xT

FOR Cylinders, car and commercial, try—Barkus, Caversham Rd., Reading. Tel.: 2424 (2 lines). (8xT

EDWARDS ENGINEERING CO., LTD., Cylinder reboring, cylinder liners, new pistons, crankshaft grinding. New and remetalled bearings and line boring. Connecting rods remetalled, 24-hours' service. Valve inserts, brake drums relined, cylinder heads refaced, engines reconditioned.—Kew Bridge Works, Great West Rd., Brentford. Tel.: Chiswick 7751/2/3/4. (8x39

QUICK CRANKSHAFT REGRINDING SERVICE, high standard of accuracy. Repair facilities include cylinder boring and sleeving. Bearing remetalling, line boring, surface grinding, engine reconditioning, petrol and diesel. Bench testing, etc.—Ford & Slater, Ltd., Gwendolen Rd., Leicester. 24117-9. (8xT

CYLINDER reconditioning, precision borings, regrinding, sleeving, crankshaft grinding, bearings remetalled, Hepolite pistons.—J. Hemmings & Sons, Ltd., Engineers, Hale, Liverpool. Hale 3121/22. (8xT

CRACKED cylinder water jackets, crankcases, etc., repaired by cold process. Prompt service. — The Blaker Motor & Welding Co., Ltd., Park Royal, London, W.3. Tel.: Acorn 4811 (7 lines). Telegrams: Blakerweld, Ealux, London. Established over 30 years. (8xT

ELECTRICAL EQUIPMENT—Offered

A.C. and D.C. Motors, all sizes.—"G" Milo Engineering Works, Milo Rd., S.E.22. Tel.: Forest Hill 2278-9. (9xT

ALL types of Lucas, Delco, Autolite and Rotax dynamos and starters in stock for exchange or sale. Rapid repair and rebuilding service, armatures rewound and returned promptly, carbon brushes, starter ring gears, outboard brackets and exchange armatures in stock. Three-phase electric motors available. — W. J. BARKUS, 67, CAVERSHAM ROAD, READING. 'PHONE 2424 (2 lines). (9xT

CRYPTON Constant Potential Battery Charger, Model ACV "vari-rate" 100 amps. (3-phase). As new.—F. Pountney & Co., Ltd., Skegness. Tel.: 158. (9x1

ENGINEERS & REPAIRERS TO THE TRADE

RECONDITIONED front axles in stock for most popular types. Rear axle casing, private and commercial promptly and accurately repaired. — The Blaker Motor & Welding Co., Ltd., Dukes Rd., Acton, London, W.3. Tel.: Acorn 4811 (7 lines). 'Grams: Blakerweld, Ealux, London. (10xT

CAMSHAFT.—Rebuilt and reground original profile, valves, seatings, rockers and rocker shafts reconditioned. — Leonard Reece, Carshalton, Wallington 3646. (10x7

CLUTCH plates recorked by return service, general machining.—V. Taylor, Ltd., 79, Morland Rd., Croydon. Addiscombe 2874. (10x36

GEARBOXES, all types of boxes reconditioned by expert engineers. Broken gears, if irreplaceable by unobtainable new spares, are expertly rebuilt by wear-resisting alloy-weld, and re-machined. Good and reliable service. Phone or write to—South Croydon Engineering Works Ltd., 445, Brighton Rd., South Croydon, Surrey. Tel.: Upl. 4838/9. (10xT

ENGINES & GENERATING PLANT—Offered

PETROL electric generators, 12v. to 230v. Large stocks.—Clare's Motor Works, 96, Tulse Hill, London, S.W.3. Tulse Hill 6092. (11xT

RECONDITIONED engines in stock, on exchange basis for A.E.C., Bedford, Commer, Dennis, Ford, Leyland, Morris, etc. All spares for the above makes.—Patmore's Motors, 240-4, King St., Hammersmith, London, W.6. Riverside 1155. (11xT

SEVERAL late model 5 L.W. Gardner diesel engines. All can be heard running and tested, £175.—Norths, 94, Vicar Lane, Leeds. Tel.: 26248. (11x1

GARAGE SERVICE EQUIPMENT—Wanted

WANTED, old type Hydraulic Tyre Press, any condition if price proportionate.—Box No. 597. (13w1

GARAGE SERVICE EQUIPMENT—Offered

EPCO., LTD., for efficient Repairs and Service to Epco Trolley Jacks by factory-trained experts.—Epco., Ltd., 37, Lisson Grove, Marylebone, London, N.W.1. Tel.: Paddington 4162. (13x23

PORTABLE petrol 20 cu. ft. compressor plant, £60. Spray plants 4 to 120 cu. ft., any voltage supplied. Bulk petrol pumps only with flame-proof 3-phase motors and valves. Diesel pumps 2/3 and 6-cylinder. Brake linings 12 x 2½ x ⅜. Tank heater elements 230volts, 350watts. Bendix 1-h.p. petrol engines £5. A.C. and D.C. motors.—River Motors, 7, River St., London, E.C.1. Ter 5243. (13xT

NEW Machinery from Stock. Arc welders from £44 15s. Motorised drilling machines, £18 10s. Wood planing machines from £8 10s. Sanding machines from £7. Forge blowers, paint-spray plants, electric motors, grinders, etc. Deferred terms available. Catalogue from the manufacturers. — JOHN G. M. STEEL (Dept. 35), BINGLEY, YORKS. (13xT

COMPRESSORS, Sprayplants, from £35. Polisher/sander, sandiscs, felt pads, lambswool mops, airline accessories for all services. Battery chargers, unused (ex-Govt.).—Bellanger, 306, Holloway Rd., London, N.7. North 4117. (13x11

EQUIPMENT REPAIRS, LTD. Tel.: Wembley 4454. For all garage equipment supplies, installations and repairs, jacks, lifts, compressors, wash-plants, greasers, all spares available, including Laycock, Niagara. Started 1937, still growing Stronger (vide Johnny Walker).—Equipment Repairs, 19, Alperton Viaduct, Alperton, Wembley 4454 and 4172. ALWAYS AT YOUR SERVICE. (13xT

FOR SALE, Scest Crankshaft Grinder, K.B. Boring Bar. Offers.—Heap Bridge Garage, Bury, Lancs. (13x6

BORING Bar and combined cylinder grinder and press with complete equipment, including motor-cycle boring stand. Makers, H. S. Delapena & Whitton & Son. Offers to—Box No. 2001. (15x1

RECONDITIONED hand-operated and electric petrol pumps, complete installations, including tanks and fittings.—Pumps & Equipment, Ltd., Prebend St., Leicester. Tel.: 59520. (13x1

MISCELLANEOUS—Offered

NATIONAL Association of Motor Traders. The small motor traders employers' Association. Applications invited for membership, irrespective of workshop area. Write—Secretary, 475, Main Rd., Sheffield. (16x3

SERVICE GARAGES

in many areas find it good business to advise customers to have fitted a

"TUR-BIAS"

(Prov. Pat. No. 13062)

to their carburettor, one of the reasons being the goodwill which it creates, for the "TUR-BIAS" not only saves petrol, but also adds "PEP" to most engines.

Write for full particulars and trade terms to

Home & Overseas Trading Co. (U.K.) Ltd.,
98, St. John's Road, London, S.W.11.

BENDIX-GIRLING
LUVAX

BRAKE SPARES & DAMPERS
Full range Maker's Relined Shoes, Cables & Spares available FROM STOCK.
GIRLING-LUVAX DAMPERS
Immediate Exchange Service.
Also
BIJUR LUBRICATION Spares

TEMPLE FORTUNE GARAGE
LONDON, N.W.11
SPEEDWELL 1191

SERVICE
you will appreciate...
— on all ELECTRICAL and CARBURETTER REPAIRS & SPARES
Autocar
ELECTRICAL EQUIPMENT Co. Ltd.
32/33/34 ALBERT EMBANKMENT, LONDON, S.E.1. REL 3861/2/3

ALL OVER THE WORLD
100 PER CENT BRITISH
JAMES
VALVE MAKERS SINCE 1904
MEAN MORE MILES
without valve trouble.
CONTACT US for your needs.
W. G. JAMES LTD.,
32/38, Osnaburgh St., London, N.W.1.

ZENITH CARBURETTERS
and STROMBERG CARBURETTERS AND SPARES
CENTRAL LONDON AGENTS
New and Service Exchanges Replacement Parts and Jets available from
GOWER & LEE
1-2 Thornton Place, York St., Baker St., LONDON, W.1
(Behind Marylebone Town Hall) WELbeck 6926 (3 lines)

OSOTITE
LIQUID JOINTING
A SLICK PRODUCT
Write for full details and prices to
Slick Brands Ltd.
STAFFORD ROAD, WADDON, CROYDON.
Tel: CROYDON 3171-3172

A PERFECT JOINT FOR THESE HIGH PRESSURE DANGER POINTS
Cylinder Heads
Valve Caps
Gear Boxes
Carburettor Flanges
Water Joints
Exhaust Flanges
Crank Cases
Differential Cases
Invaluable for Air Compressors, Station Plants, Pumps, Refrigerators, etc.

IF you live on the Trade, be generous and wise. Join BEN now while you are fit. Write to—General Secretary, Motor & Cycle Trades Benevolent Fund, 204/6, Great Portland St., W.1. (15x1

ABANDON Despair over any Repair! The British Repair Manual (full cloth, 3 vols., 1,000 pp., over 1,400 illustrations), gives specifications, data on fault finding and overhauling, dismantling, servicing and reassembling all makes of British cars and commercial vehicles. Don't delay, but write to-day to—Publishers, Sales Service, Ltd., 28/9, Southampton St., Strand, London, W.C.2. (15x1

NUMBER PLATES—Offered

HOMO-HYGRADE Die-pressed semi-sheared sheet aluminium plates, the finest quality number plate in the trade, can be supplied by return post. Write or 'phone HOMO, LTD., EUSTON BUILDINGS, LONDON, N.W.1. Tl.: EUSTON 5020. Quickest service for translucent plates to fit illuminated boxes. (16xT

FRANK ROSE, 87, Blackfriars Rd., S.E.1 (Waterloo 6017). Number plates by return, 11g. sheet aluminium, semi-sheared, polished letters on jet background. Handsome, strong, low priced, 27/6 per pair retail. State long or square. Trade supplied at generous discount. (16xT

SANDA for Service.—Number plates for quality. The Sanda Metal Co., Ltd., 104-106, Rook Lane, Bradford. Tel.: Dudley Hill 234. 'Grams: Dasan, Bradford. Sole Distributors for London and South. — S. Norrish, Ltd., 220, Great Portland St., W.1. Euston 6622. (16xT

OFFICE EQUIPMENT—Offered

TIME Recorders, Sales, Rental, Service. Tel.: Hop 2339.—Time Recorder Supply and Maintenance Co., Ltd., 157-159, Borough High St., London, S.E.1. (17x4

PARTS FOR CARS AND C.V.s—Wanted

WANTED.—Old Morris Cowley Crownwheels and Pinions, 12 x 57, 11 x 55, 11 x 58, new or second-hand, in singles or dozens; also S.U. Petrol Pumps, any condition. — Clare's, 96, Tulse Hill, London, S.W.2. (18w2

ROVER Pilot, car number 16278TS, rear axle assembly complete or differential unit with axle shafts.—Butcher & Sons, automobile engineers, Ross-on-Wye. (18w1

PARTS FOR CARS AND C.V.s—Offered

AUSTIN Spare Parts for all models cars and trucks. —THE CAR MART, LTD., London Distributors, Welsh Harp, Edgware Rd., N.W.9. Hendon 6600 and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. (18xT

ESSENTIAL Auto Accessories are now offering spares from over 400 vehicles actually in stock, including a number of American makes and Army vehicles. Spares from 1910 to 1947. Apply Cow Roast, near Tring, Herts. (18xT

FORD SPARES for all models.—Dagenham Motors, Ltd., 8, Balderton St., London, W.1. Regent 4070; 274, Ealing Rd., Alperton, Wembley, Perivale 3388; and 8, Sangley Rd., Catford, S.E.6. Hither Green 4821. (18xT

SINGER SPARE PARTS; ALL MODELS. The London Distributors—Gordon Cars (London), Ltd., St. Albans Lane, Goldera Green, N.W.11. Speedwell 4701-2. (18xT

DAIMLER Spares, large stock of spares for most models, including sleeve valve series. Also gaskets, etc.—Allens, Victoria Rise, Clapham Common, S.W.4. Macaulay 4199 & 4874. (18xT

FORD Y Pattern king pins and bushes, 12/6 set, post free. c.w.o.—Masons, Norwich. (18x1

STANDARD spares and reconditioned engine units despatched promptly anywhere.—Archers (Shirley), Ltd., Stratford Rd., Shirley 1125/6, Birmingham.

CONWAY OF ACTON, MEMBER M.V.D.A., have huge stocks of Engines, Gearboxes, Axles, Radiators, Wheels and all parts for most cars and ex-W.D. vehicles, also complete Vehicles and Trailers at competitive prices. Call, Write, Wire, or 'Phone ACORN 1746.—CONWAY OF ACTON, 19, HIGH ST., ACTON, W.3. (18xT

MURPHY OF MORTLAKE for all spares, new, used. Singer Specialists—7, Sheen Lane, S.W.14. Pros. 3903. (18xT

AUTOVAC Spares. Repairs, Exchange units.—Brew Bros., Ltd., 133, Old Brompton Rd., S.W.7. Kens. 7468. (18xT21

ROLLS-ROYCE and Bentley spares.—Jack Barclay, Ltd., the largest Official Retailers and Repairers, Lombard Rd., Morden Rd., S.W.19. Liberty 7222. (18xT7

DISMANTLING Albion, Chev., Ford and most ex-W.D. makes.—Basildon Motor Spares, "Enterprise," Pippe Hill Rd., Basildon, Essex, on Southend Arterial Rd. Tel.: Basildon 221. (18xT

AUSTIN Spares for Cars, Vans and Commercial Vehicles.—J. Gibbs, Ltd., Distributors of Austin Commercial Vehicles, Longbridge House, Great West Rd., Bedfont, Feltham, Middx. Feltham 2074. (18xT

LARGE stocks of axle shafts, crown wheels and pinions, starting ring gears, starting handles, valves and other components. Prices on application. —Barkus, Caversham Rd., Reading. Tel.: 2454 (3 lines). (18xT

MORRIS.—Comprehensive stock of spares for all models. Replacement and reconditioned units. — Brittains Garage, Ltd., 233, Preston Rd., Brighton, Sussex. Tel. Preston 3021. (18xT

COMMER; Large stock of new spares, all models, also good selection of secondhand parts and units. —Smith & Blackwell, Ltd., Commer Main Agents, 185, Essex Rd., London, N.1. Canonbury 6461/2/3. Commer Salvage purchased. (18xT

EX-W.D. Spares for G.M.C. Studebaker, Dodge, Commer, Morris, Chevrolet, Ford, Guy, Austin, etc. 1,000 lorry jacks, brand new, ex W.D. 2-ton, £1; 4-ton £2.—Sworder (Motors), Lane End, High Wycombe, Bucks. Tel.: Lane End 234. (18x1

FORD.—In the Midlands it is Bristol Street Motors for all Ford and Fordson car, truck and tractor genuine spare parts and factory reconditioned engines.—164-182, Bristol St., Birmingham, 5. Tel.: Midland 6861 (4 lines). (18xT

LANCHESTER Spares, large stock of spares for most models, also gaskets, etc. — Allens, Victoria Rise, Clapham Common, S.W.4. Macaulay 4199 & 4874. (18xT

JEEPS.—Britain's Leading Jeep Specialists. Full range of spares in stock. Rebuilt Jeeps. Detachable van and utility bodies, from £55; 24-hour service. Spares despatched same day. Export orders and enquiries invited. — Motorcraft Garages, Station Approach, Gunnersbury, W.4. CHIswick 3013. (18xT

B.S.A. Spares, for 10 h.p. side valve and Light Six models, also gaskets, etc. — Allens, Victoria Rise Clapham Common, S.W.4. Macaulay 4199 & 4874. (18xT

SPARES for practically every make of car and commercial vehicle. Send your enquiries, alls parts guaranteed, prompt delivery.—Barkus, 67, Caversham Rd., Reading. Tel.: 2454. (18xT

S. & T. Service and Spares for all Models. Manufacturers' largest Stockist in Britain of STANDARD and TRIUMPH Spares and Service Exchange Assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. MAIDA VALE 9114 (10 lines). (18xT

JOWETT AND JAVELIN SPARES. Main Agents—Gordon Cars (London), Ltd., St. Albans Lane, Golders Green, N.W.11. Speedwell 4701/2. (18xT

OLDSMOBILE Main Dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd. Service: 2, Lexington St., W.1 (Gerrard 8000). Spare Parts: Kensington Place, Campden Hill Rd., W.8. Park 8611. (18xT

CLARE'S Motor Works for good secondhand spares, 1924-44. Large stocks. Quotations by return approval. 96, Tulse Hill, London, S.W.2. Tulse Hill 6002. (18xT

Auto ELECTRICAL REPAIRS

Generators, Starters and Magnetos promptly repaired. Tractor Magnetos a speciality. Flat rate to the Trade. Spare Parts for all ignition units. Repairs to all types of test equipment. Valve Chargers converted to metal rectification.

RUNBAKEN ELECTRICAL REPAIRS
MANCHESTER 1 (ARDWICK 2507/8/9)

SEVEN DAY SERVICE

ARMATURES FOR STARTERS AND DYNAMOS
Rewinds—New Shafts—Commutators fitted.
POPULAR TYPES EXCHANGED
A. ROBSON & SONS,
155, YORK ROAD, LONDON, S.W. 11.
BATtersea 5486.

RAD-REPS
LIMITED

SPECIALISTS IN THE MANUFACTURE AND REPAIR OF ALL MOTOR RADIATORS AND TANKS
SHEET METAL WORK CHROMIUM PLATING

Brand New NAVAL WHITE DUCK
COMBINATION BOILER SUIT
15/6d. Post etc 1/-

Practically impossible to tear this tough material. Will outlast 4 ordinary suits. Beautifully made in real tough navy tradition. A wonderful garment. Popular white or you can dye at home to any colour. Fully shrunk. Sizes: 30 to 44 chest. Get yours now. Honestly worth £2 10s. 0d.

BINOCULARS, TARPAULINS, TELESCOPES, TENTS, MARQUEES, CAMP EQUIPMENT.
Monthly Terms arranged. Send for Bumper List.
HEADQUARTER & GENERAL SUPPLIES, LTD.,
(Dept. GMA.), 196-200, Goldharbour Lane,
Loughborough Junction, London, S.E.5.
OPEN ALL SATURDAY. CLOSED WEDNESDAY 1 P.M.

Address Box No. replies to Box No. —, "The Garage & Motor Agent," 62, Doughty St., London, W.C.1.

DAIMLER and Lanchester spares in stock.—Titmuss, 81, Clapham Rd., S.W.9. Reliance 1647. (18xT

WOLSELEY, Morris, Riley, M.G., Rover, Jaguar, spare parts and service. Replacement and reconditioned units, parts, etc.—Bearts, 102, London Rd., Kingston-on-Thames. Kin. 3548. (18xT

AUSTIN spares, gearboxes, 1940 onwards, road springs (all types and models), clutch assemblies, etc. We may have the pieces you are waiting for.—H. A. Saunders, Ltd., Austin House, Worcester. (18xT

GIRLING, Zenith, for West London daily deliveries. —Iron Bridge Service Depot, Ltd., Southall 2355. (18xT

JEEPS—Autowork, Ltd., of Winchester, the largest Jeep Spare Stockists, have practically everything for the Jeep, new and secondhand. Also Jeeps and Trailers. Tel.: Winchester 4834. (18xT

RENAULTS, new and secondhand spares, all models. —Welham's Renault Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (18x37

A GIRLING LUVAX DAMPER (SHOCK ABSORBER) SERVICE. — Large stocks of replacement movements, linkages reconditioned.—MANN EGERTON & CO., LTD., 66, York Way, King's Cross, N.1 Terminus 7772 (5 lines). (18xT

AUSTIN Spare Parts for all model cars and trucks. Factory rebuilt engines and gearboxes, etc.—H. A. Saunders, Ltd., 876-874, High Rd., North Finchley, N.12. Tel.: Hillside 0024. (18xT

SPECIALLOID PISTONS. Immediate delivery, all sizes. Private and Commercial.—NEWTON-SERVICE (DEVON), LTD. 'Phone: NEWTON ABBOT 223. (18x4

CLOCK CORNER GARAGE.—Authorised distributors for all Girling replacements. Large stocks, prompt service; trade supplied.—MARTIN THOMPSON & CO., LTD., UPPER BROOK ST., MANCHESTER, 13. TEL.: ARDWICK 1343/4. (18x1

COMMERCIAL Vehicle Spares, promptest service. Parts on approval against cash.—Disposals, Horton Motor Works, Northampton. Tel.: Hackleton 50. (18x1

STANDARD Spares and Replacement Units, Bendix and Girling stockists.—Ware's Motors, Bath. Tel.: 5211. (18x1

1,000 Cars Dismantled, 1930 to 1944, all Makes. Supply Crown wheels and Pinion, Axle-shafts and Hubs for any Type or model. In stock, complete Engines, gearboxes, Diffs, Front and Rear Axles, Dynos, Prop-shafts, Rads, Wheels, springs, Steering, Crank-shafts, cam-shafts, con-rods Starters, Blocks and cylinder heads, etc. KEEN PRICES. — WHITES SPARES SPECIALISTS, MILE CROSS LANE, NORWICH. 'PHONE 26514. (18x4

AXLES

AXLESHAFT Recovery Co. (Myers Process). Are you holding up your customer's car because of a broken axleshaft or worn axle casing? The former can be repaired, and the latter restored to original limits and brinel hardness. Send your damaged one to us and we will forward you a replacement.—Montrose Motors, Ltd., Wembley 2856/4444. (18xT

BRAKE CABLES

BRAKE CABLES to fit Ford vehicles E83W and 7V models available from stock, exchange service or other models. Speedo cables for all models available.—Rapid Services (London), Ltd., 260, Gray's Inn Rd., London, W.C. Ter. 4173-4. (18xT

10,000 BENDIX BRAKE CABLES in stock. Standard, Hillman, Humber, etc., from 1932 onwards.—Temple Fortune Garage, 1069, Finchley Rd., N.W.11. Spe. 1391 and 8631. (18xT

CARBURETTERS

ZENITH & STROMBERG carburetters, new and service exchange, replacement parts and jets available in Central London depot.—GOWER & LEE, 1/2, THORNTON PLACE, YORK ST., BAKER ST., W.1 (behind Marylebone Town Hall), WELBECK 6828 (3 lines). (18xT

CAR HEATERS

CAR Heaters for all makes of cars from £8 8s. Send for list and terms.—Delaney Gallay, Ltd., Vulcan Works, Edgware Rd., N.W.2. (18xT

CONNECTING RODS

EXCHANGE remetalled con-rods. Popular private and commercials in stock, standard and undersize. **JOHNSON ROBERTS, LTD.,** Elm Tree Works, 1-21, Albion Rd., N.16. Tel.: Clissold 4477-8. (18xT

LOOSE COVERS

ARTHUR MULLINER, LTD., for Tailored Loose Seat Covers. Patterns on request to—Dept. G.M., Bridge St., Northampton. Tel.: 907. (18x1

LOOSE SEAT COVERS

FABRAM Tailored seat covers for all makes of cars. White piped seams. Generous trade discounts Stockists, Rapid Services, Ltd., 260, Grays Inn Rd., London, W.C.1. Terminus 4173/4. (18xT

PISTONS AND RINGS

HEPOLITE Pistons, Liners and Rings. Genuine Thin Wall Bearings; Precision Oil Seals. — FERRARIS PISTON SERVICE, LTD., 218, Gt. Portland St., W.1 (Euston 6834); 832, Old Kent Rd., S.E.15. (New Cross 1016); 206, Cricklewood Broadway, N.W.2 (Gladstone 2000), and 42, Romford Rd., E.15 (Maryland 3737). "Come and be spoilt by a Service that Satisfies." (18xT

WEST LONDON REPAIR Co. Ltd.
56a, High Street, WIMBLEDON
Phone - WIM. 6216/7

WHEELS and SPRINGS

Wire & Easyclean
Repaired
Converted
Stove enamelled
Balanced.
Hubs resplined

Car & Lorry
Laminated & Helical
Reset, Hardened and Retempered
TESTED for carrying capacity

Front **AXLES** and rear
Torque shafts, axle shafts
Torsion bars, etc., STRAIGHTENED

AUSTIN EXCHANGE
RECONDITIONED ENGINES,
most models in stock.
From £25-0-0.
Special terms to the trade.

St. Luke's Garage, 6-7, Westmoreland Mews, Westbourne Park Road, W.2.
Tel. No. Bayswater 1700

ROOF LUGGAGE RACKS

PARR EQUIPMENT CO., LTD., Avonmore Rd., London, W.14. Tel.: FULham 4211. Main Distributors for DRAGOMAN, PORTARACK and ESSEX models from £6 6s. retail. Trade enquiries invited. (18xT

SHOCK ABSORBERS

ANYWHERE: Best Services, Trade. Andre, Armstrong, Girling, Luvax, Newton, etc. makers' units. —Prentice Aircraft & Cars, Ltd., Ipswich. 77265/6. (18x2

DELCO LOVEJOY Shock Absorbers, 48-hour Reconditioning Service. Some Wishbone types exchanged. New rear in stock. Specialists American front suspensions.—L. J. Brown, Ltd., 17, Oxford Mews, W.2. Pad. 1772. (18x11

ARMSTRONG.—The leading hydraulic shock absorber. As fitted to the majority of 1946-48 cars; all types available ex stock from 1936 onwards.—Main Distributors, Parr Equipment Co., Ltd., 20, Avonmore Rd., London, W.14 (opposite Olympia). Fulham 4211 (3 lines). (18xT

ROTOFLO Dampers, Main Distributors London South of the Thames, Kent and Surrey. Send your old shock absorbers with linkage for conversion to—ROTOFLO (24-hour service) — Robin Hood Garage, Ltd., 97/99, Croydon Rd., Anerley, S.E.20. Tel.: Sydenham 7006/7 (18xT

SPRINGS

ROAD Springs, all types repaired, fitted if required. —W. & G., Ltd., Seagrave Rd., Fulham, S.W.6. Tel.: Fulham 6681 (3 lines). (18x29

RADIATORS AND REPAIRS—Offered

GALLAY, LTD., can give immediate service in the repair and rebuilding of motor radiators, petrol tanks, wings, etc. Chromium plating also carried out. Please send enquiries to—Gallay, Ltd., 105-109, Scrubs Lane, Willesden, N.W.10. Tel.: Ladbroke 3644. (21xT

W. J. BARKUS OF READING.—Specialist Radiator Repairers, give immediate service in the repair and rebuilding of all types of car and commercial radiators, 300 cooling elements always in stock as service replacements. Your own radiator reblocked or exchanged and returned in most cases the same day. We can offer new and secondhand Cowls, Grilles, Wings and Bonnets for many makes. (Members of the National Association of Radiator Repairers).—W. J. BARKUS, 67, CAVERSHAM RD., READING. 'PHONE: 2434 (2 lines). (21xT

SHACKLE BOLTS AND SPRINGS—Offered

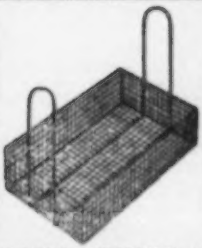
SPRINGS and spring leaves, new and secondhand, for practically all vehicles or exchange.—Barkus, Caversham Rd., Reading. Tel.: 2434 (2 lines). (23xT

SITUATIONS—Offered

A REALLY first class motor mechanic wanted, middle aged preferred, top wages and conditions and every consideration given to right man; accommodation may be arranged.—Royal Garages, Ltd., Kew Gardens, Surrey. (20x1

The ANSWER is REDEX

For PEAK PERFORMANCE AND ECONOMY



Limited stock of strong
GALVANIZED WIRE BASKETS
Ideal for Garages & Engineering Works for storage of small parts, and indispensable for use in cleaning tanks.
Size—17" long, 12" wide, 4" deep. Mesh ½"
Special sale price 18/6d each.
Carriage paid.
BRIAN R. MORRIS & Co. Ltd., 24, Victoria Street, St. Albans. Telephone - St. Albans 5938.

HOMO Specialised Number Plate SERVICE

Write—Phone or Wire for
ALL TYPES OF CAR PLATES
HOMO - HYGRADE Die-pressed ALUMINIUM OR HOMOLOID TRANSLUCENT PLATES
By return Post
PHONE: EUSTON 5020
HOMO Ltd., EUSTON BUILDINGS, LONDON, N.W.1

JEEP CONVERSIONS
12 standard models available for business or pleasure. Completely rebuilt in our own workshops.
METAMET
22, Dalsham Mews, London, N.W.5.
FULL RANGE OF SPARES FOR IMMEDIATE DELIVERY

NEWNHAMS FOR
TRIUMPH CAR SPARES
NEWNHAM HOUSE,
235/9, Hammersmith Rd., W.6. Tel.: Riv. 4646

Speedwell
OILS
FOR EVERY MOTOR VEHICLE

CARBURETTERS
ZENITH, SOLEX and S.U. Large stocks of new and replacement, also full range of spares.
Main Zenith, S.U., Solex and Stromberg Agents.
LIME STREET GARAGES (LIVERPOOL) LTD
BOLTON ST. LIVERPOOL - - ROYAL 3232/33

Mudguards All types made to order. AUSTIN, WOLSELEY, MORRIS, ROVER, and other popular types in stock, also Running Boards, etc.
Coach and Bus work, Panel Beating, All Sheet Metal work.
WRIGLEY MOTORS LTD.
MIDDLETON, MAN. Mid: 3603/4 (2 lines.)

ROMAC
Celerbrite
CAR POLISH
polishes in a flash!

OILS TANKS AND PUMPS
OF EVERY DESCRIPTION
DONSON & PAGON GAS PLANT CO. LEVENSHULME MANCHESTER

GERALD STAINS TOOLS AND SUPPLIES
NUBO
COOMBE RD. NEASDEN N.W.10 AND ROSS ON WYE

BEDFORD & VAUXHALL fully rebuilt and guaranteed exchange engines.
Immediate delivery.
From £30, less normal trade discount.
CARMO
Leighton Rd., London, N.W.5. GUL 5555.

A LARGE well-known Company whose products are within the general demand of Transport Companies, Factors and Garages require men with experience in this field to augment their existing sales staff. Attractive remuneration and pension. Write—Box No. H507, c.o. Streets, 110, Old Broad St., E.C.2. (25x1

VAUXHALL-BEDFORD Parts Man required. Write, stating experience, age, etc., to—G.N., LTD., 278 & 300, Balham High Rd., S.W.12. (25x2

PARTS Manager required by London Vauxhall-Bedford Main Dealer. An opportunity exists for one able to exercise initiative and control. Write, stating age, experience and salary required to—Box No. 611. (All enquiries will be treated with confidence.) (25x2

FIRST-CLASS Motor Mechanic required for garage in Epsom. Apply in writing, giving age, details of experience, etc.—Box No. 612. (25x1

COST Clerk, preferably with previous garage experience, permanent position. Apply—A. J. Allen & Son, Ltd., 337, Bromley Rd., Catford, S.E.6. (25x1

SITUATIONS—Wanted

QUALIFIED Motor Engineer, 20 years' practical and administrative experience in all branches and with all makes, seeks post with firm requiring man with initiative and energy. Credentials available, if necessary some capital.—Box No. 607. (25w1

EX-GARAGE Proprietor, 20 years' sales and service experience, public school, good appearance, seeks position with prospects in country garage where his initiative and experience can be used to the utmost. —Box No. 610. (25w1

WELDING PLANT AND REPAIRS

HEAVY machinery or Intricate Cylinder Welding. —It pays to employ the Blaker Motor and Welding Co., Ltd., Park Royal, London, W.3. Tel.: Acorn 4811 (7 lines). 'Grams: "Blakerweld, Ealux, London." Established over 35 years. (29xT

BARIMAR for scientific welding repairs under Barmar money-back guaranteed. Cracked and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankcases, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process. Barimar House, 22/24, Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. 'Grams: "Bariquamar, Walgreen, London." Branches at Birmingham, Newcastle, Manchester and Glasgow, are also operating at full blast. (29xT

WHEELS AND REPAIRS—Offered

WEST London Repair Co., Ltd., 56a, High St., Wimbledon. Wheel repairs, both wire and easyclean, stove enamelling, etc. Tel.: Wim. 6316/7. (30xT

WIRE Wheel Specialist Repairers—hubs and rims replaced, wheels respoked and trued. Large quantities in stock for exchange, service or sale. New and secondhand easy clean wheels and a large stock of commercial wheels are available from our stocks. Prompt service.—W. J. BARKUS, 67, CAVERSHAM RD., READING. 'PHONE 2424 (2 lines). (30xT

WINDSCREEN WIPER REPAIRS—Offered

TRICO suction wiper motors repaired. If found beyond repair a salvage allowance of 5/6 retail will be made against the purchase of new units less trade discount. Quotations by return, efficient and prompt attention guaranteed.—Trico-Folberth, Ltd., Great West Rd., Brentford, Middx. (31x22

Printed and published by THE CABLE PRINTING AND PUBLISHING COMPANY, LIMITED, 62, Doughty Street, London, W.C.1. Saturday, July 15, 1950.

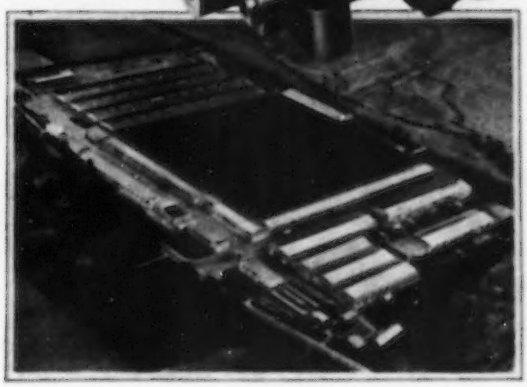
as with the undisputed superiority of

GIRLING

THE BEST BRAKES IN THE WORLD

so now with

GIRLING DAMPERS



Girling Brakes are fitted to the MAJORITY of Britain's fine Cars and Commercial Vehicles, and now many of these same Manufacturers are equipping their productions with Girling Dampers.

The Girling Light and Heavy Direct Acting type Dampers provide efficient and inexpensive means of damping out Road Shocks, whilst the new P.V.A. and P.V.A.X. Lever operated Heavy duty type are specially designed to use with modern independent Suspension Systems.

We shall be happy to supply the fullest information.

GIRLING LIMITED
KINGS ROAD, TYSELEY
BIRMINGHAM 11

The Largest organisation of its kind in the British Industry

This Lift just CAN'T let you down!

Capacities 3, 4½, 5, 7 and 10 tons.

It's a SKYHI

AIRDRAULIC

fitted with the

SKYHI PATENT AUTOMATIC OIL LOCK

Because of this exclusive SKYHI safety device the lift cannot descend without the oil being deliberately released at the ram.

All SKYHI models—Run-on and Flush Floor—now have this unique and invaluable feature—plus many other improvements in design.

Detailed specifications of all Lifts will gladly be sent.

SKYHI LIMITED

SKYHI WORKS, WORTON ROAD, ISLEWORTH, MIDDLESEX.